

Potomac River Yacht Clubs Association

Volume 8

Issue 5

November 1996

Officers 1996

Commodore

Penny DeMarco
(National Potomac)

Vice Commodore

Bud Clark
(Tantallon)

Rear Commodore

Steve Donock
(Mount Vernon)

Secretary

Ineke Lavoie
(National Potomac)

Treasurer

Harriet Douglas
(District)

Immediate Past Commodore

John Hancock
(Aquia Harbour)

Members-At-Large

Monica Lovell
(Occoquan)

Mark Viehoever
(Washington)

Jim Ball
(Mount Vernon)

Commodore Comments

Penny DeMarco

Here we are getting ready to vote for the PRYCA Board for 1997. It has been a pleasure to serve as the Commodore of PRYCA this year. Our Board is certainly one of the most outstanding and professional of any organization. Everyone does his or her part and is more than willing to do whatever is necessary to get the job done—and everyone is a VOLUNTEER.

We have gained two new member clubs this year, bringing the total number of clubs to 18. The two new clubs, The Yacht Club at Swan Point and Cobb Island Yacht Club, have significantly increased the number of “down river” clubs. To meet this new challenge, Immediate Past Commodore John Hancock chaired a committee to come up with recommendations of changes to be made to better support the down river contingent. This committee presented several proposals to the PRYCA Board. These proposals included increasing the number of Members (MALs) at Large to four (4), with the new MAL specifically to represent the down river clubs (Aquia Harbour, Cobb Island, Colonial, Landmark, Swan Point); having at least one Board or Delegates Meeting at one of these clubs; and sponsoring at least one down river event. The Board supported all of these recommendations.

To increase the number of MALs, an amendment to the By-Laws will be voted on at the November Delegates Meeting. Since this change is taking place too late for the nomination and election process for 1997 Board members, the incoming PRYCA Commodore will appoint a down river representative to serve for 1997. PC John Kenyon of Landmark Yacht Club

has agreed to be the down river representative for 1997.

During 1996, PRYCA once again sponsored or co-sponsored five great events—the Change of Watch in January, Safety Day in May at Mount Vernon Yacht Club, Float-In in July at Ft. Washington Marina, and End of Summer Party in September at Tantallon Yacht Club. In addition, PRYCA supported the raft-up hosted by Landmark Yacht Club in Aquia Creek in June. We are now starting to plan the PRYCA events for 1997. To ensure that all Member Clubs can include the 1997 PRYCA events in mind as they plan their club events for next year, we will have a calendar available at the November Delegates Meeting. Right now, we are planning the same five events we have sponsored or co-sponsored for the last few years, but we are looking for innovative ideas for making these events feel “new” and more exciting. We are also looking at several recommendations for down river events.

One last thing, since most of us do a lot of boating in Maryland waters—yes, all the Potomac River, except the Woodrow Wilson Bridge to Little Falls, is Maryland waters—we need to be aware of some old and new Maryland laws regarding marine sanitation devices (MSDs) and marina pumpout facilities are going to be enforced next summer. CBYCA Publicity Director Joe Orth has been writing about these in the last few issues of *Chartroom Chatter*. I am sending these articles to Ned for inclusion in this newsletter. Please read them—you could be subject to some pretty hefty fines next summer!

I want to add a personal thank you to PC Ned Rhodes and First Mate Arleen who do such a fine job in putting out the newsletter for PRYCA. Being a newsletter editor myself, I



know how much work it entails. The PRYCA newsletter is one of the most informative ones around and Ned is responsible for that. Ned is helped by Secretary Ineke Lavoie, who gives all of the Board members gentle reminders when the deadline is near. I know that Ned is always looking for more material—so any of you out there who would like to contribute articles, information, etc., just send it to Ned. (Since he also is the newsletter editor for the Occoquan Yacht Club Daymarker, you might just see your article there as well.) Thank you, Ned, from all of us.

Vice Commodore Comments

Bud Clark

The PRYCA 1997 Bridge

I expect that the nominations for the 1997 PRYCA Bridge (Board of Directors) will be listed elsewhere in this Newsletter. I appreciate the support of the Nominating Committee. Even more important, I would like everyone to know how pleased I am to be associated with such a great group. PRYCA continues to be very fortunate in having such capable and energetic people serving them. So the outlook for our future is very good.

Enhanced Communications

A matter of continuing concern to the PRYCA Bridge is effective two-way communications with our member clubs. Fortunately, we have very excellent members-at-large who are at the forefront of this effort. But they can't do it all by themselves. One idea is to provide a quarterly summary, printed on the front and back of a single sheet of paper, covering the highlights of current and planned PRYCA activities. This would be easy

to reproduce and distribute with club newsletters, without adding to mailing cost. This summary would give wide distribution of key PRYCA information, and serve as a supplement to the larger quarterly PRYCA newsletter. The first attempt at this PRYCA Activity Summary is included with this newsletter and separate copies have been given to club delegates. Using one page for a calendar and advance notice of key events, with a second page to highlight important PRYCA considerations, seems about right. We hope that this will keep our membership better informed and thus encourage even more participation in PRYCA events and activities. But the format and contents are subject to change to make them more useful to you. Please let us know what you think; send your comments and suggestions for improvement to PRYCA Secretary Ineke Lavoie.

PRYCA 1997 Calendar Highlights

Most clubs start their planning early, and it is often difficult to get schedule information soon enough to include it in this planning. To deal with this problem, the schedule for all the major PRYCA events in 1997 has been included in the first PRYCA Activity Summary which will be distributed in early November 1996. This should make it easy to incorporate PRYCA events and activities in your club calendars, and help individual members plan their own participation. Just a reminder: member clubs should send copies of their newsletters and calendars to PRYCA Secretary Ineke Lavoie, so that significant club activities can be included in the PRYCA master calendar.

PRYCA 1997 Change-of-Watch Dinner-Dance

As the 1997 calendar shows, the first major event is the dinner-dance, which will be held on Saturday, 25 January 1997 in Old Town Alexandria, just off the George Washington Parkway at the Holiday Inn and Suites. Activities will begin at 7:00pm and will feature great food and refreshments, a presentation of the colors and change-of-watch ceremony, the outstanding music of Dave Wright and his band, dancing, socializing, and lots of fun. Dress is your choice: winter uniform (blazer) or business suit; black tie is optional. So mark your calendars and make reservations through your PRYCA Delegate or PRYCA Secretary Ineke Lavoie, at (703) 243-6933. If you want room reservations, call the Holiday Inn directly at (703) 548-6300. Don't miss it!

Future PRYCA Activities

PRYCA is always looking for ways to enhance its usefulness to both member clubs and individual members. It seems that most of us welcome "excuses" to go out in our boats (usually with friends) to do things that are interesting and fun. Some of the things under consideration are:

- Fresh approaches to traditional events: formats, food, music, etc.
- Nautical activities: fishing, navigation, predicted log races, support of sailing events, etc.
- Service projects: support of civic groups, "poker runs," Anacostia clean-up, etc.
- Boat roster improvements, such as email distribution, etc.
- Recognition for inter-club cooperation and participation.
- Recognition for nautical, environmental, or other related



contributions.

- Additional events in the mid-Potomac, to better serve clubs in this region.

- More emphasis on Boating Safety through competitive events, articles, etc.

Your ideas, interests and suggestions are encouraged. Tell your PRYCA delegates, or any PRYCA officers. Let us know!

PRYCA Handbook

During the last two years, PRYCA has undertaken an extensive effort to review and modernize its operating documents. The Constitution and By-Laws were simplified and condensed to cover fundamental principles; these changes were ratified on 6 November 1995 by the delegates from member clubs. To supplement and amplify the Constitution and By-Laws, the more changeable elements of our operating procedures have been incorporated in the PRYCA Handbook. This handbook has gone through multiple reviews and a final version is near approval by the Board of Directors; this should be completed before the end of 1996. So, we will start 1997 with a fully developed and approved set of operating documents. This provides both a solid foundation (Constitution and By-Laws) and the flexibility to adjust detailed procedures to accommodate our growth (Handbook).

PRYCA Member Clubs

In the process of developing the PRYCA Handbook, a list of member clubs, their location and year they joined PRYCA was prepared. In some cases, the records are not clear on when clubs joined; if you have corrections or changes, please call Bud Clark at (703) 780-7135. This is an impressive list, and we should encourage other eligible clubs to join us.

#	<u>Club</u> (* Charter Members)	<u>Location</u>	<u>Year Joined</u>
1	Aquia Harbour Yacht Club	Aquia Harbour	1982
2	Capital Yacht Club	Washington Channel	1982
3	Cobb Island Yacht Club	Neale Sound	1996
4	Colonial Yacht Club	Colonial Beach	1982
5	District Yacht Club	Anacostia River	1982
6	Eastern Power Boat Club	Anacostia River	1987
7	Ft. Washington Boating Ass'n	Piscataway Creek	1995
8	Landmark Yacht Club*	Aquia Creek	1971
9	Marinette Yacht Club	Potomac River	1982
10	Mount Vernon Yacht Club	Dogue Creek	1982
11	National Potomac Yacht Club*	Columbia Island	1971
12	Occoquan Yacht Club	Occoquan River	1987
13	Prince William Yacht Club	Occoquan River	1993(1994?)
14	Quantico Yacht Club	Marine Base, Quantico	1995
15	Seafarers Yacht Club	Anacostia River	1982
16	The Yacht Club at Swan Point	Cuckold Creek	1996
17	Tantallon Yacht Club	Swan Creek	1982
18	Washington Yacht Club	Anacostia River	1982



From the Editor

Ned W. Rhodes

This will be the last PRYCA newsletter for 1996. We usually start up again in February, but we still accept submissions at any time. This issue contains a number of articles from the various PRYCA member newsletters that I receive. As I have said before, I read and enjoy them all. I especially like the situations where the same event gets reported in two different club newsletters—it's hard to figure out what really happened!

For this issue, I had to use three computers. Two were used to type and set things up and the third was used to convert the various stories I received via email (rhodesn@aol.com). For this issue, I received articles in Microsoft Word format, WordPerfect 6.0 format, WriteNow format, Rich Text Format and just plain old ASCII. While I have the resources to do all these conversions, we prefer Microsoft Word. If your word processor cannot save text in that format, you are better off just sending straight ASCII.

I am starting to buy my supplies so that I can winterize toward the end of the month. It seems that the season has just passed too fast.

Please note that our address and phone numbers have changed. Our new address is 2749 North Wakefield Street, Arlington, VA 22207-4130 and our voice and fax number are (703) 812-5072.

Here's to good boating and a great holiday season.



**Potomac River Yacht Clubs
Association
Board Meeting
Mt. Vernon Yacht Club
Monday, 9 September 1996**

Present:

Commodore: Penny DeMarco
Vice Commodore: Bud Clark
Rear Commodore: Steve Donock
Treasurer: Harriet Douglas
Secretary: Ineke Lavoie
Fleet Captain: John Robey
PC: Ned Rhodes
MAL: Mark Viehoever
Monica Lovell
Guest: Steve Wexler

The meeting was called to order at 6:30 PM by Commodore DeMarco.

Old Business

- The July Board Meeting minutes were accepted as printed. There was no Board Meeting held in August.
- Treasury report was accepted as printed and read.

New Business

VC Clark:

- handed out IPC Hancock's report on PRYCA Southern Member Clubs (i.e. Aquia, Cobb Island, Colonial, Landmark, Quantico, YC at Swan Point). RC Donock, in his position as MAL Liaison, will research possibility of appointing additional MAL and present his findings at October Board Meeting. A letter will be sent to Southern Clubs Delegates explaining PRYCA position on this and requesting feedback.
- will contact Washington Sailing Marina at Daingerfield Island again regarding Membership.
- handed out PRYCA handbook; he asked all present to review it, and pass

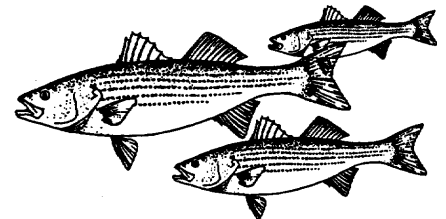
comments to him no later than Wednesday September 25.

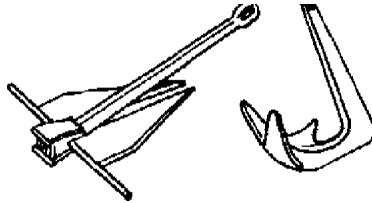
- mentioned upcoming End-of-Summer party at Tantallon YC, where sign-ups so far are down remarkably from previous years.

- RC Donock to ask MALs to look at new Club Delegates for 1997.
- FC Robey received all ordered badges and burgees, which will be for sale at November 4 Delegate Meeting at Capital.
- MAL Lovell requested Club comments on Float-In, and received feedback from Aquia Harbour YC.
- MAL Viehoever suggested possibly appointing event coordinator, and asked volunteers to come forward.
- Steve Wexler gave detailed final report on Ft. Washington Float-In, and stressed the need to publicize the event more and earlier, and making it more attractive. Commodore DeMarco suggested forming a committee to further look into this matter, and Steve Wexler, RC Donock, FC Robey and MAL Lovell volunteered to participate. A tentative 1997 schedule of activities and dates will be presented at the November 4 Delegates meeting so Member Clubs can incorporate PRYCA's calendar into their own.

The meeting was adjourned at 7:35 PM till October 7th Board Meeting at 6:30PM at Eastern Boat Club.

Respectfully submitted
Ineke Lavoie, Secretary





Potomac River Yacht Clubs
Association
Delegate Meeting
Mt. Vernon Yacht Club
Monday, 9 September 1996

Club Delegates Present:

CAPITAL - PRYCA Commodore Penny DeMarco
COBB ISLAND - Commodore Don Thayer, Guest Marjorie Meleen
DISTRICT - Delegate Herman Parker, Guest Beverly Robey
FORT WASHINGTON BOATING - Commodore Lou Paris
LANDMARK - Delegate Charlie Wilkerson, PRYCA VC Bud Clark, Guest Beverly Robey
MOUNT VERNON - Delegate Mitchell Mutnick, PRYCA FC John Robey
NATIONAL POTOMAC - Commodore Paula Parker
OCCOQUAN - Delegate Henry Lovell, MAL Monica Lovell, VC Steve Wexler
PRINCE WILLIAM - Delegate Tim Abel
QUANTICO - VC John Boynton
TANTALLON - Delegate Joe Pokorney, PRYCA VC Bud Clark
WASHINGTON - Delegate Ivan Bogachoff, MAL Mark Viehoever
YC at SWAN POINT - Secr William Washburn
Absent: AQUIA, COLONIAL, EASTERN, MARINETTE and SEAFARERS

The meeting was called to order at 8:00 PM by Commodore DeMarco who welcomed all attendees, and Club Delegates introduced themselves.

RC Donock noted that scheduled guest speaker Kenneth Fagan of National Airport Water Rescue was unable to attend due to problems caused by Hurricane Fran. Hopefully he'll be able to speak at November 4

Delegate Meeting.

VC Clark:

- introduced Commodore Don Thayer w/Cobb Island Yacht Club, whose Club's membership was voted on and accepted unanimously by all Delegates. Total Club membership is now 18. Welcome aboard!
- mentioned PRYCA Handbook, which will be revised and ready at November 4 Delegate/Election Meeting at Capital.
- mentioned IPC Hancock's report on PRYCA Southern Member Clubs, and that a letter will be sent to Southern Clubs Delegates explaining PRYCA's position on this and requesting feedback.

Treasurer Douglas gave report on PRYCA treasury status.

The following Club reports were given:

CAPITAL - Commodore DeMarco mentioned that Club is still flooded, and is currently replacing their bulkheads.

COBB ISLAND - Commodore Thayer mentioned their Club's annual Summer Kick-Off season is combined with a Craft Fair—dates and details to be provided in PRYCA upcoming calendar and newsletter.

LANDMARK - Delegate Charlie Wilkerson mentioned severe damage incurred due to Hurricane Fran, anticipating 3 weeks of work to replace lost piers. Members are looking forward to End-of-Summer Party and Change of Watch.

NPYC - Commodore Parker mentioned upcoming October Fest and Oyster Roast (first Saturdays in October and November respectively), and urged people to come to Columbia Island Marina to attend.

QUANTICO - Delegate John Boynton mentioned they have 6 boats

coming to End-of-Summer party and are looking forward to a great time.

WASHINGTON - MAL Viehoever mentioned similar problems at their Club as well as severe flood damage.

Steve Wexler gave a detailed Float-In Report, that attracted ± 90 boats and 200 people this year (with 88 boats and 192 people being the break-even point), which represents a 22% reduction from 1995. Delegate input was requested and following are some suggestions:

- Notify Club Delegates and Members earlier, and communicate directly with Club's Newsletter Editors for advance advertising
- Hire a Disc Jockey instead of live band
- Change name from Aquia's Cup to 'PRYCA's Cup'
- Give each dock an assignment, i.e. Saturday drinks, Sunday brunch, etc.
- Have Sunday 'Open Boat' tours with an award/prize going to the best-looking boat
- Have boat decoration contests by dock
- Some people stayed away due to extreme heat and humidity in 1995, which of course is under no one's control, but hopefully 1996 perfect weather, larger tent and extra fans will help!
- Discussion about changing event date to 3rd weekend in June

For more information and suggestions, please contact:

1) RC Steve Donock at FAX # (703) 255-5873, or e-mail: sdonock@erols.com

2) FC John Robey at FAX # (703) 878-4375, or e-mail: jjrobey@aol.com

The meeting was adjourned at 9:30 PM till next Delegate/Election Meeting, November 4 at 8 PM at Capital YC.

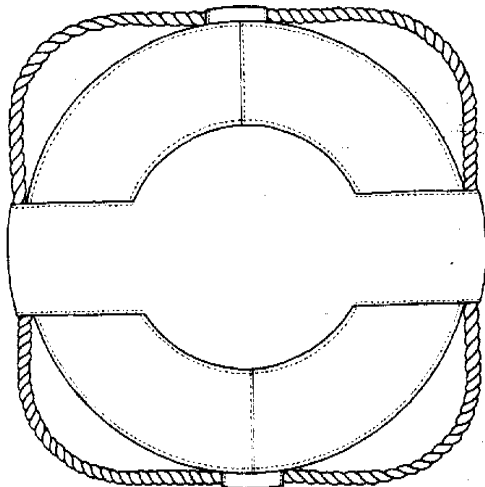
In accordance with Article VII, Section 3.1 of the Potomac River Yacht Clubs Association (PRYCA) Constitution and By-Laws, the Nominating Committee consisting of myself as Chair, PC Ned Rhodes, PC John Robey, and National Potomac's Joe Orth, submit the following names of persons to be placed in nomination for the 1997 PRYCA Bridge:

Commodore:	Egbert (Bud) Clark
Vice Commodore:	Steve Donock
Rear Commodore:	Mark Viehoever
Secretary:	Ineke Lavoie
Treasurer:	Harriet Douglas
Fleet Captain:	John Robey
Members-At-Large:	Jim Ball
	Monica Lovell
	Michael Strunk
Immediate Past Commodore:	Penny DeMarco

The Committee has also contacted John Kenyon, PC Landmark YC, who has agreed to serve as Member-At-Large for the southern PRYCA Clubs should a fourth MAL position be added to the Bridge structure. Throughout the nomination process, the Nominating Committee has attempted to have the widest possible representation from all Member Clubs. In addition, all persons nominated have agreed to serve if elected to the positions identified above.

We believe the persons nominated will serve the PRYCA well and fully support their election to the positions indicated. Please let us know if you should have any questions or comments.

John R. Hancock
IPC, PRYCA
Chair, Nominating Committee



PRYCA Checks Out CIYC

Cobb Island Yacht Club Newsletter

The Potomac River Yacht Club Association Qualifications Committee made their inspection of Cobb Island Yacht Club's facilities and environs on August 17. The Committee was augmented by other folks from PRYCA who thought coming to Cobb Island would be an interesting cruise for the weekend. We were pleased to see a gaggle of five boats with a total of thirteen people come to Cobb Island for the occasion.

They were met by CIYC members as they arrived at the Lighthouse Marina about 1500 hours on Saturday. They were then given a full tour of the Commodore's Barge. A meeting was then convened on the Barge where the CIYC underwent an intense interrogation. The visiting group was then invited by Jack and Alyce Schmidt to their home for cocktails and hors d'oeuvres. The Schmidts were celebrating their 25th wedding anniversary and welcomed the group from PRYCA to join in the festivities.

The waterfront setting, the gorgeous weather, the gracious hosts and the super company afforded a special treat that was enjoyed by all. The consensus of CIYC opinion was that PRYCA folks are our kind of people, i.e., real great. We hope that we met their rigid standards but secretly believe that we probably exceeded their expectations.

In any event, our application to join PRYCA will be voted on at the Delegates meeting on Monday, September 9 at 8:00 p.m. at Mount Vernon Yacht Club. Any CIYC member who wishes to attend this momentous occasion is welcome to do so.

Highlights from Maryland Pumpout/ Overboard Discharge Law

Compiled by *CBYBCA Publicity*
Director Joe Orth for the July 1996
issue of *Chartroom Chatter*.

The Maryland Marine Sanitation Device Law will go into effect on July 1, 1997. It is reprinted in the following article. This law is very similar to existing U.S. Coast Guard regulations and was drafted to grant the DNR Police the authority to enforce the no overboard discharge of raw sewage from recreational boats. To help understand the law and its intent, it is important to understand a few of the expressions used and to clear up some possible confusion.

First, the law is presently scheduled to go into effect next July 1st and is not intended to make all Maryland waters a "No Discharge Zone." It does, however, severely limit what can be discharged.

Overboard discharge means the dumping of raw sewage, both treated and not treated by an approved MSD I, II, or III. (See (a)(2)(ii) of Law for definitions.) This means the on board system must have a certification label attached. (See (a)(3)(c) of Law for definition of certification label.) **It also means that discharge from a holding tank, even if it has been treated by available chemicals and run through a macerator is illegal, since the system is not certified.**

If you have a macerator and holding tank, but no approved MSD, you must secure the Y valve and only use a pumpout station. If you get boarded by the Maryland DNR police, you will be subject to fines up to \$2,000 if your Y valve is not properly secured.

It is important to start now in planning on how you will deal with

this significant change in our boating. The Federal government and Maryland have spent a lot of money in trying to educate boaters and to provide adequate pumpout stations and rest assured that they are serious about this issue.

I am attempting to get a list of approved MSD's for the next Chartroom Chatter edition. I would also like to thank Jody Roesler and Don O'Neill of Maryland DNR for their patience in helping me understand the new law. Mr. O'Neill can be reached at 410-974-2936 and has offered to answer your questions.

The New Maryland MSD Law

The following was added to "Article - Natural Resources, Section 8-741, Annotated Code of Maryland" and will become effective July 1, 1997.

§ 8-741. Marine sanitation device.

(a) Definitions. — (1) For the purposes of this section the following words have the meanings indicated.

(2) (i) "Marine sanitation device" means any equipment on board a vessel which is designed to receive, retain, treat or discharge sewage and any process to treat sewage on board.

(ii) "Marine sanitation device" includes:

1. Type I marine sanitation device, which produces an effluent having a fecal coliform count not greater than 1,000 per 100 milliliters and no visible floating solids;

2. Type II marine sanitation device, which produces an effluent having a fecal coliform count not greater than 200 per 100 milliliters and suspended solids not greater than 150 milliliters per liter; and

3. Type III marine sanitation device, which is certified to a no-discharge standard, including recirculating and

incinerating marine sanitation devices and holding tanks.

(3) "Sewage" means:

(i) Human body wastes; and

(ii) The wastes from toilets and other receptacles intended to retain body waste.

(4) "Y valve" means a device capable of diverting the flow of marine sewage so that a vessel's marine sanitation device is bypassed and raw sewage is discharged directly into the water.

(b) Type of device. — The following vessels equipped with an installed toilet shall be equipped with an operable marine sanitation device:

(1) A vessel 65 feet in length and under shall have a type I, II or III marine sanitation device; or

(2) A vessel over 65 feet in length shall have a type II or III marine sanitation device.

(c) Certification label. — (1) A type I or II marine sanitation device shall have a certification label affixed that at a minimum shows:

(i) The name of the manufacturer;

(ii) The name and model number of the device;

(iii) The month and year of manufacture;

(iv) The marine sanitation device type;

(v) A certification number; and

(vi) A certification statement.

(2) A type III marine sanitation device is automatically certified, and requires no label, provided it stores sewage and flushwater only, at ambient air temperature and pressure.

(d) Duty of the operator. — (1) While a vessel with an installed toilet is on Maryland waters, the operator shall insure that:

(i) All pathways for overboard discharge of vessel sewage from any vessel with a type III marine sanitation device are blocked or secured in such a way as to prevent any accidental or



intentional vessel sewage discharge, by disconnecting or physically blocking those on board sewage lines or hull fittings which would allow overboard vessel sewage discharge; and

(ii) Any installed in-line Y valve shall be secured to prevent the overboard discharge of sewage from any vessel utilizing a type III marine sanitation device, by bypassing, locking, securing, or disabling the valve using a padlock or nonreusable wire tie wrap, or by removal of the valve handle, or by any other method in accordance with federal regulations and standards or as approved or required by the Department.

(2) The chosen compliance method under paragraph (1) (ii) of this subsection shall totally eliminate the possibility of overboard vessel sewage discharge while in waters of the State. The method chosen shall present a physical barrier to the use of the Y valve, whether accidental or intentional, so that use of the valve cannot occur without the knowledge of the operator of the vessel.

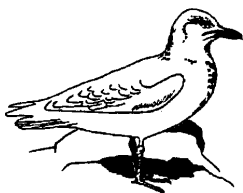
(e) Leased vessel. — For any vessel offered as a noncaptained charter, the leasing entity shall:

(1) Ensure that the vessel complies with this section when presented to the lessor; and

(2) Include in the lease agreement, signed by the leasing party, a paragraph outlining the operator’s responsibilities under this section.

(f) Penalty. — A person who violates a provision of this section is subject to a civil penalty not exceeding \$2,000.

(1994, ch. 679.)



Maryland Getting Serious about Pumpout
Compiled by CBYCA
Publicity Director Joe Orth for the September 1996 issue of Chartroom Chatter.

Last month we brought you a summary of the about to be enforced law against overboard discharges which have not been treated by an approved MSD. This was to increase your awareness of the proper disposal of sewage from our boats. The real solution is not spending an enormous amount of money installing approved MSD, which are probably only a short term solution, but rather, to encourage you to take advantage of the available pumpout stations which have been installed around the Bay over the last few years. Maryland’s Department of Natural Resources (DNR) has expended an enormous amount of energy and money to make sure that there are adequate pumpout facilities and that they are operational.

To inform you of the actual Maryland State Law for pump-out stations, it is reprinted following this article. To make sure that there is no question about the definition of a marina as opposed to a yacht club, a copy of a letter giving the legal definition and interpretation follows the law. Be assured, all member clubs with docking facilities are covered by the law, so you better get ready to make some hard choices and probably spend some money. If you choose to take state money, you have to agree to make the pumpout a public facility and to limit what you charge for its use. Not a easy decision to make, but make it you must.

There is a ton of information available to help you comply with the law. DNR, the Coast Guard, EPA, and national boating groups have done a

good job of getting information out, however, most of us have not taken this issue as serious as we need to. A valuable resource for any club interested in getting more information on the Maryland pumpout program is Mr. Don O’Neill at 410-974-2936. Let’s prove that old boaters can change and let’s start making the pumpout program work.

Portions of the Maryland Pump-Out Law

§ 9-333. Marinas.

(a) *Definitions.* - (1) In this section the following words have the meanings indicated.

(2) “Pump-out facility” means a facility that pumps or receives human body wastes out of type III marine sanitation devices (holding tanks) on vessels.

(3) (i) “Waste reception facility” means a facility specifically designed to receive wastes from portable toilets carried on vessels.

(ii) “Waste reception facility” does not include a rest room facility.

(b) *Applicability of section.* - This section applies to any public or private marina that is located on the navigable waters of the State.

(c) *Limitation on number of slips.* - A person may not construct any additional slips at an existing marina that is capable of berthing vessels 22 feet or larger that would result in a total slip capacity of more than 10 slips or construct a new marina that is capable of berthing vessels 22 feet or larger with more than 10 slips on the navigable waters of the State unless:

(1) The wastewater collection and treatment system at the marina is adequate to handle any existing and increased flow; and

(2) There is a pump-out station on-site at the marina that is adequate to

handle the increased sewage capacity from vessels that use the marina and that is operable and accessible at reasonable times.

(d) *Pump-out and waste reception facilities.* - Unless a postponement is granted under subsection (e) of this section:

(1) By July 1, 1995, a marina that berths any vessel that is over 22 feet in length and has 200 or more slips shall have a pump-out facility and a waste reception facility on-site that is operable, adequate to handle any existing and increased flows, and accessible at reasonable times;

(2) By July 1, 1996, a marina that berths any vessel that is over 22 feet in length and has 100 or more slips shall have a pump-out facility and a waste reception facility on-site that is operable, adequate to handle any existing and increased flows, and accessible at reasonable times; and

(3) By July 1, 1997, a marina that berths any vessel that is over 22 feet in length and has 50 or more slips shall have a pump-out facility and a waste reception facility on-site that is operable, adequate to handle any existing and increased flows, and accessible at reasonable times.

§ 9-343. Criminal penalties.

(a) *Violating subtitle, rules, regulations, orders, or permits.* - (1) A person who violates any provision of or fails to perform any duty imposed by this subtitle, or who violates any provision of or fails to perform any duty imposed by a rule, regulation, order, or permit adopted or issued under this subtitle, is guilty of a misdemeanor and on conviction is subject to:

(i) For a first offense, a fine not exceeding \$25,000 or imprisonment not exceeding 1 year or both; or

(ii) If the conviction is for a violation committed after a first

conviction of the person under this subsection, a fine not exceeding \$50,000 for each day of violation or imprisonment not exceeding 2 years or both.

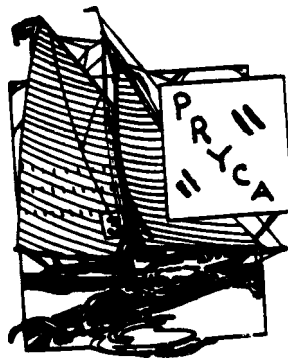
(2) In addition to any criminal penalties imposed on a person convicted under this subsection, the person may be enjoined from continuing the violation.

(3) Each day on which a violation occurs is a separate violation under this subsection.

(b) *False statements in required documents.* - A person is guilty of a misdemeanor and on conviction is subject to a fine not exceeding \$10,000 or imprisonment not exceeding 6 months or both if the person:

(1) Knowingly makes any false statement, representation, or certification in any application, record, report, plan, or other document filed or required to be maintained under this subtitle or any rule, regulation, order, or permit adopted or issued under this subtitle; or

(2) Falsifies, tampers with, or knowingly renders inaccurate any monitoring device or method required to be maintained under this subtitle or any rule, regulation, order, or permit adopted or issued under this subtitle. (1982, ch. 240, § 2; ch. 241, § 1.)



Definition of a Marina

Extracted from a March 24, 1995 letter to Ms. Bess Crandall, Planning & Policy Program, Maryland DNR from Ray Marcantoni, Environmental; Program Coordinator, Office of Program Development and Finance, Maryland Department of the Environment

...In the absence of a statutory definition of the term marina, we consider a marina to be "Any water area with a structure (dock, basin, floating dock, etc.) which is utilized for docking or otherwise mooring vessels and is constructed to provide temporary or permanent docking space for more than ten (10) boats," (as determined in the State of Maryland *Assessment Guidelines for Determining Shellfish Growing Area Classification In and Around Marinas*).

MSD Follow up

Thanks to Bob Markle, Chief Lifesaving and Fire Safety Standards Division, US Coast Guard, for providing the latest list of certified Marine Sanitation Devices. The manufacturers are listed below. Look for them at the boat show.

- Raritan Engineering Company, Inc. - Lectra/San (3 Models) and PURASAN

- Gross Mechanical Laboratory - Models TP-110 and TP-120

- Sealand Technology Inc. - SanX One

- Galley Maid Marine Products - Delta Mar Hd (4 Models) and Central Waste Treatment System (4 Models)



Heads

Fells Point YC

This is the second of a series of three articles by Jay Irwin. The topic this time is "Heads".

There is an old saying, two heads are better than one, but to a sailor, a private enclosed head is the ultimate. The Coast Guard has a lot to say about heads and their use, yachting brochures and advertisements over exaggerate their size and dependability. At the end of the sailing season, we all feel good if we have been spared the untimely engagement of war with a stubborn non-working head.

We have all read about the changes and evolution of the sailing ship from cotton sails and wooden hulls the new high-tech fiberglass designs with dacron and mylar sails. Historians have mentioned very little about the most essential piece of equipment, "the head." Most of us have heard about the head rope under the bow sprit and have often wondered how on earth anyone could hang on while the vessel was charging through seas like a Brahman Bun at a rodeo and at the same time concentrate on matters at hand. Evidently, sailors didn't care for this either, and soon ships namely ships of war were designed with a Beak Head. This was the area just forward the forecandle which was accessible by ladders from the forecandle deck, later, through doors directly from the forecandle. It was originally open to the sea and not much better than the head rope. Later this area was decked over with grating for sure footing and, allowing breaking seas to flush the area clean. Seasoned sailors knew all too well to use the leeward side so an discharging cargo cleared the hull. Crews from each watch were picked to clean the area if no one was to be punished for some misdemeanor crime. Later, small decorated cubicle houses were built into the forecandle design which housed the first enclosed heads. These were provided with piping through the deck to the sea below. Now at last the

sailor was to himself and out of the weather. At a later date the same arrangement was installed just forward of the quarter deck for officers. The next change moved officers heads aft to the stern quarters where even bath tubs were installed. The Beak Head and quarters aft can be seen on the U.S.S. CONSTELLATION.

The downeaster coastal schooners carried similar accommodations into the late 30's and early 40's. Smaller schooners used a bucket and chuck-it method. If the schooner was large enough to have a donkey engine house forward, the bucket and a small enclosure was accommodated within the house. The larger three or four masted schooners had a head seat attached to piping on the port bow. Standard equipment consisted of old papers or magazines, a long stick and a 55 gallon drum of flushing water. An abled-bodied seaman had to be as agile a headsman as he was a mast monkey. The art was to wad up a ball of paper, jam it down the tube with the stick to prevent wind and water from coming up the pipe, mount the head, do one's meditating, flush with a bucket of water from the drum while the vessel was rising high on a wave. If one miscalculated and the vessel was charging down the face of a wave to the trough, the in-rushing water made the head work in reverse as sure as Old Faithful.

The good old days are best left for fond memories and pleasurable reading.

We're In!

CIYC Newsletter

At the Potomac River Yacht Club Association's Delegates meeting on September 9, the Cobb Island Yacht Club was voted in as a member. The Qualifications Committee that came down to Cobb Island to look us over were particularly impressed by being served drinks and hors d'oeuvres at Jack and Alyce Schmid's party. In speaking of the virtues of our club while

recommending us for membership, Bud Clark, a PRYCA official, commented: "If the dauntless Cobb Islanders will brave wilderness roads and 8 foot potholes for a drink, they surely evidence the sense of adventure appropriate for membership in PRYCA."

Occoquan Club Cruises the Potomac

Chesapeake Bay Magazine, Oct. 1996

The Occoquan (Va.) Yacht Club has no clubhouse, which probably accounts for the fact that members tend to do a lot of cruising aboard their "floating clubhouses," according to Ned W. Rhodes, editor of the club's monthly newsletter, The Daymarker. "Our unofficial clubhouse is at the docks of the 200-slip Occoquan Harbour Marina, where many of us keep our boats," he says.

Occoquan is a charming little village on the Virginia side of the Upper Potomac, just north of the Quantico Marine Base and across from Cornwallis Neck. A narrow, but well-marked channel with a depth of six feet leads into Occoquan Bay. Bridges crossing the Occoquan River beyond the bay have vertical clearances of 65 and 44 feet.

Most of the 100 members have powerboats and keep them at surrounding marinas. On Oct. 12 they'll cruise to nearby Smallwood State Park on Mattawoman Creek or to the Gangplank Marina in Washington, D.C. The members will also gather at the Prince William Marina in Occoquan on Oct. 26 for a chili cookout and end the scheduled season with a "Hardy Souls Cruise" Nov. 9 and 10 to the city dock at Old Town Alexandria, Va. They cruise in company into November and December, weather permitting.

The club was formed in 1984 during a small raft-up on nearby Mattawoman Creek, where the founding members were split 50-50 between power and sail.



That's still the favorite gunkhole.

If nothing is on the calendar, members usually organize a mini cruise on weekends. One week-long cruise is planned for every season, and this summer 13 boats cruised to Norfolk.

"We regularly go to some neat places on the Upper Potomac, including a sandy beach way up in Mattawoman Creek where we have our annual shrimp feast," says Rhodes, who owns a Sea Ray 44 Express Cruiser. They also regularly patronize a local waterfront crabhouse, Tim's River Shore, at Cockpit Point in Possum Nose, just above Quantico.

Membership is open to anyone interested in boating on the Bay, and annual dues are \$65. For information, call Rhodes at (703) 741-0861.

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Reflections on the PRYCA End-of-Summer Party

From Cobb Island Yacht Club:

Bill and Pam Mudd, accompanied by Don Thayer and Marge Meleen aboard the *Grand Finale*, cruised to Tantallon Yacht Club to join 35-40 other boats at Tantallon's end of season party. The weather was beautiful and the water was pleasant even though muddy and required that we dodge trash and an occasion log along the way.

The event had been advertised as featuring music, dancing, refreshments, entertainment, prizes, an International dinner, a Tug o' War, a Dunking Machine, canoe races, raffles and a dance contest. All these expectations were met and more.

The Tantallon chefs and volunteer helpers did a great job with the Saturday dinner and Sunday morning brunch. Brunch included Bloody Marys, champagne and orange juice (some preferred screwdrivers).

As a special bonus, Pam Mudd won

the drawing for the gift basket. Your CIYC members observed from a careful distance the enthusiastic bombardment of the unaware by water cannon from their armed canoes by Gary Farrell and others from Landmark Yacht Club.

Another fiercely contested event was the canoe race won by the stalwart marines (and army) from Quantico Yacht Club. On where were our gungho young folks when we need them to defend our honor? Best start preparing to defend in the cross sound rowing race at Cobb Island Days next June 21.

After a great time with great folks, *Grand Finale* leisurely cruised home with a small diversion explore Mattawoman Creek, a lovely place.

Don Thayer, CIYC Commodore

From Quantico Yacht Club:

The weekend cruise and party for the PRYCA "End of Summary Party" at Tantallon Yacht Club on 21-22 September was truly a first-class event. The six boats attending from Quantico Yacht Club were eagerly welcomed by a very hospitable Tantallon Yacht Club event coordinating contingent, and joined in on a series of fun events for the afternoon. With just three boats on station at the beginning of the events, the QYC honor was upheld in the "Watercannon shoot," the tug-of-war and the infamous dual run—first time is for practice (for Phil Rogers and yours truly) canoe race. The subsequent Scavenger Hunt was also dominated by QYC members (thankfully after the arrival of the other three boats). Following a delightful dinner under tents and starlight, the party moved into the neat two story clubhouse afloat on a solid sandbarge, for dancing and story swapping. QYC was awarded the Sportmanship Award, the overall Competition Trophy for the day's activities and a bottle of champagne. A full QYC contingent said goodnight to

the departing members from the other clubs, to the music of a dance called the Macarena or something as I recall....Set sights for next year's End of Summer Party, it is a keeper!

John Boynton, QYC Vice Commodore

The cruise to Tantallon Yacht Club and the PRYCA End of Summer Party was a great weekend filled with fun, great food, and great people. The QYC is still relatively new to the association and our history of participation is rather short, but growing, and I want to encourage the membership to participate in future PRYCA events. We met many new fellow boaters from the various clubs and saw many familiar faces from Occoquan Yacht Club as well. The common thread is...all these people love the water, love their boats, and they are out to have a lot of fun! And we did have fun there as they were very well organized, as though they have been doing this for a number years, which they have. The food was catered and absolutely fantastic (tasty and plenty). I wasn't sure what I was buying when I signed up but I assure you, it was well worth it and they probably made a little profit for their club, which I believe is not only OK but also smart.

I was very impressed with the club facility at Tantallon. I did not get all the details on how they turned an old barge into a very large two story clubhouse but I did hear about their most recent renovation. They spent approximately \$10,000 and between some contract work and a lot of self help, they built an additional party room on the second deck. It is very, very nice. A benefit to participating in vents like these is that you meet many people and get a lot of ideas as to what other clubs are doing and have done. I was always thinking, we could do that, or we should do that, or that's a good idea....why don't we????

Don Radeke, QYC Secretary

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Ned W. Rhodes, CDP
president

Software Systems Group



Dec 2 PRYCA-Board Meeting
Jan 6 PRYCA-Board Meeting
Jan 25 PRYCA Change of Watch and Dinner Dance

Upcoming Events



Potomac River Yacht Clubs Association

1600 N. Oak Street, #1610
Arlington, VA 22209

Address Correction Requested