



Potomac River Yacht Clubs Association

Volume 9

Issue 1

February 1997

Officers 1997

Commodore

Bud Clark
(Tantallon)

Vice Commodore

Steve Donock
(Mount Vernon)

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(Washington)

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Immediate Past Commodore

Penny DeMarco
(National Potomac)

Members-At-Large

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(Occoquan)

Michael Strunk
(Tantallon)

Jim Ball
(Mount Vernon)

John Kenyon
(Landmark)

Commodore Comments

Bud Clark

Wow! What a Great Change of Watch Dinner-Dance!

Awesome is the word for it. Two-hundred and twenty-three people representing seventeen PRYCA yacht clubs clubs, plus two clubs from the Chesapeake Bay, attended. The event was enhanced by representation from the Chesapeake Bay Yacht Clubs Association and from their Marley Boat Club, as well as from the Northern Virginia Power Squadron and the U. S. Coast Guard Auxiliary. Also present were representatives from BOAT/U.S. and E & B Marine. What a magnificent assembly of boaters having a great time! Well, if you can't go boating, a get together like this is the next best thing. The "open suite" held by one of newest members, Cobb Island Yacht Club, certainly deserves special mention.

By the time you read this, the 1997 Change of Watch Dinner Dance will be fading into the past, and we will be looking forward to our next events (more about them later). But before we move forward, I would like to express my appreciation for the wonderful turnout and the magnificent performance by the PRYCA Bridge and by the PRYCA clubs. All of you in the member clubs certainly made a major effort to publicize the Change of Watch and successfully encourage attendance. The people on the PRYCA Bridge are outstanding, so the effort they put out and the results they achieve are always terrific; but this time they really outdid themselves. We all owe special thanks to the the hosts, Vice Commodore Steve Donock, Secretary Ineke Lavoie, and Rear Commodore Mark Viehoever, together with Immediate Past Commodore Penny DeMarco, and Master of Ceremonies Steve Wexler, for their notable performances, as well to

Jim McInnis for his invocation and oath of office, and to all the others who helped. On a personal note, I guess it is inevitable to have some concerns before taking a office like this—can you get the job done, who will help, and so on? Well, I have to say that this group—the PRYCA Bridge and all the helpers from throughout the Association is just superb, and their efforts are truly appreciated. What a pleasure to know and work with such fine people!

Potomac River Yacht Club Honors

In addition to a farewell to the 1996 Bridge and introduction of the 1997 Bridge, distinguished visitors were recognized and awards presented to several of our noteworthy members; these are shown below:

- **PRYCA Commodore – 1996: Penny DeMarco, National Potomac & Capital Yacht Clubs**, for her outstanding performance as 1996 PRYCA Commodore.

- **Distinguished Commodore of the Potomac – 1997: Howard Gasaway, Seafarers Yacht Club**, for his distinguished service as PRYCA Commodore in 1987 and as Seafarers Yacht Club Commodore for sixteen years.

- **Meritorious Service on the Potomac – 1997: Charlie Wilkerson, Landmark Yacht Club**, for expanding PRYCA membership and carrying out PRYCA programs.

PRYCA Direction for 1997

As we get underway in 1997, it is important that we know where we are going and set a proper course. In the last newsletter of 1996, some ideas were presented and comments invited; as always, the PRYCA Bridge is open to

ideas and suggestions on how we may serve you more effectively. In fact, I have already received a letter from one of the club commodores suggestion how we may deal with one of the issues we face. I hope that this is just the first of many inputs we will receive; remember that a telephone call, e-mail, or conversation with a bridge member are all available, please use them. For now, I would like to consider PRYCA activities in three general areas:

- Nautical Comraderie. Support Inter-Club Exchanges and Activities.

It has been pointed out that one of the strengths of PRYCA is in arranging for social exchanges in a nautical setting. I think that this observation is both true and more important than we may realize. I have noted before that most boat owners are looking for interesting things to do, places to go and people to meet, while using their boats. This is certainly the basis for yacht clubs and, beyond that, for associations such as PRYCA. So what PRYCA tries to do is encourage and facilitate these exchanges through events such as the recent dinner-dance (a cold season substitute for real boating, I suppose), and the annual PRYCA float-in. More than that, PRYCA can and does encourage direct exchanges and visits by its member clubs; the new PRYCA Calendar format developed by Secretary Ineke Lavoie is designed to do a better job of telling everyone what is going on, so that exchanges and visits can be arranged. Perhaps we should do more of this, maybe to the extent of establishing some sort of recognition for inter-club activities and events. In addition, we are going to try to bring something new and interesting to each of our events; your ideas would be most welcome.

- Nautical Skills. Improve Nautical Skills and Marine Safety.

The previous few commodores and many of the Bridge members have supported placing more emphasis in this area, so this is not a new topic. One example is the annual Safety Day held at Mt. Vernon Yacht Club. With our expanded membership down the Potomac, perhaps we should have a something along this line in the mid-Potomac. We have always had some liaison with marine and law enforcement agencies in the D.C. waterfront and marine/environmental departments. Increased emphasis is being place on organizations whose primary concerns are marine operations and safety. Bill Fulford of Occoquan Yacht Club and the Northern Virginia Power Squadron has offered to help in cooperative efforts with that group, and many of our members are involved with the Coast Guard Auxiliary. Again, ideas and suggestions on what we can do to improve marine safety and operational skills would be very useful.

- Nautical Community. Contribute To Local Waterway-Related Community Organizations.

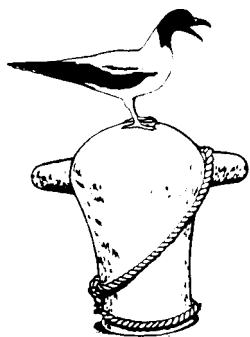
A third area for emphasis is in supporting and assisting local civic and community organizations whose interests involve boating and the waterways we use. I pointed out earlier that PRYCA support of social exchanges in a nautical setting is important, but it is also important that some of our nautical activities be useful to our communities and our environment. A few examples may illustrate the point. While the Washington Waterfront Association manages the spring Blessing of the Fleet and the December Parade of Lights, they have asked for some help in organizing the afloat aspects of these events. PRYCA has helped with recent

events and has arranged for advanced notice of the dates of these events. This should make it easier for our clubs to participate, and fits right in with our pre-blessing dinner and related activities. Similarly, the Anacostia Watershed Association has asked for help in their efforts to clean up the Anacostia; we are exploring ways to help improve one of the areas used by many of our members. These efforts are spearheaded by Rear Commodore Mark Viehoever. Farther down river, activities at Cobb Island and the St. Clements/Breton Bay area have been identified for potential participation by some of our clubs. There are other opportunities to support civic and youth groups by providing opportunities to experience the water activities that all of us enjoy; we should all welcome these opportunities.

- To summarize PRYCA 's Goals and activities, I would propose that we tell every one that: **The activities of the Potomac River Yacht Clubs Association focus on nautical comraderie, nautical skills and the nautical community on the Potomac River.**

Future Activities

The new and improved PRYCA activity calendar is being distributed with this newsletter. All clubs are encouraged to provide information on their planned activities to Secretary Ineke Lavoie at (703) 243-6933 or e-mail: rlav@erols.com. Please also make sure that Ineke has the e-mail addresses of your officers and delegates whenever they are available. This information can speed the distribution of information and substantially reduce



mailing costs.

Major PRYCA Events for the First Half of 1997

- 22 March CBYCA Regional Meeting @ Tantallon YC
- 7 April Delegates Meeting & Commodores Night @ Tantallon YC
- 26 April PRYCA Safety Day @ Mt. Vernon YC
- 17 May Pre-Blessing Dinner @ Columbia Island / National Potomac YC
- 18 May Blessing of the Fleet @ Washington Channel
- 7 June Special Delegates Meeting & Lunch @ YC at Swan Point
- 21 June Cobb Island Days @ Cobb Island YC
- 18-20 July PRYCA Float-In @ Ft. Washington Marina

(See the PRYCA Calendar for details.)

A Major PRYCA Happening

I would like to end by reminding everyone that PRYCA Immediate Past Commodore Penny DeMarco was involved in a major social and unique nautical event, when she and National Potomac Past Commodore Joe Orth were married aboard their boat *Penny Pincher*. The wedding took place on the Potomac River just off the Kennedy Center at ten o'clock in the morning of Saturday, 4 January 1997, with several boats rafted up to "witness" the ceremony. A luncheon followed at Capital Yacht Club. I guess that this just shows that almost any kind of fun can be had afloat. Both Penny and Joe are great people; our best wishes to the bride and congratulations to the groom. Penny may give you a few more words on the event, but if you want to see for yourself, just log on to the world wide web and go to site www.angelfire.com/md/harbor where you will see pictures and all. Don't

Vice Commodore Comments

Steve Donock (sdonock@erols.com)

1997 Off To A BIG Beginning

As this goes to press we are finishing up the planning for the Change of Watch Dinner/Dance. By the time you read this, we hope you are looking back on a great time. When I say that 1997 is off to a BIG beginning, I'm not kidding. We have over 200 people signed up for the event. This is the most any of the current board members can remember. As the coordinator for the event, and speaking for the entire Bridge, we are absolutely thrilled by the response from you, the members. We also couldn't have been this successful without the tireless efforts of everyone involved in the planning. The MALs have been particularly busy contacting clubs with changes in times. We know how difficult it can be for you to contact everyone at your club with these last-minute changes as well. It seemed that every time I picked up the phone I had to scratch through another number. First we had about 80 signed up, the next day, 100. Then 125, 155, 170, 186, 190, 206, 210 and finally (we think) 223! I nearly called Jerry Lewis to borrow his tote board.

I am especially proud to be able to recognize Howard Gasaway and Charlie Wilkerson for their years of work for PRYCA. These two have done so much for this organization over the years and we are very, very grateful. Thanks again to both of you.

We feel we have a great year planned for you and always welcome your ideas, suggestions and comments on any aspect of PRYCA. This is your Association and the more people that are involved, the stronger we will become. With more and more members having e-mail, it's easier than ever to

stay in touch. I've included mine above and look forward to hearing from you.

Here's wishing all of you a happy, healthy 1997.

From the Editor

Ned W. Rhodes



Welcome to the first P R Y C A newsletter of 1997. Just putting this newsletter together

makes me want to go down and uncover the boat and take it out for a ride. I have done a few new things with this issue of the newsletter and that is to publish the PRYCA meeting minutes as single pages, rather than trying to format them into three columns. This will accomplish two things. First, it makes my job easier as I don't have to reformat the column and second, it will make it easier for other newsletter editors to "lift" the minutes for publication in individual club newsletter. As always, you are free to "borrow" articles from this newsletter, but please give us credit as the source.

Over the coming year, I am also looking into some new technologies, the first of which is an Olympus D-300 L Digital Camera. This device allows me to take pictures that can be downloaded to my computer directly without having to scan them in. I received the camera too late for the Change of Watch party, but I should be able to now record future PRYCA events in a digital form for inclusion in the newsletter.

The second thing I am pursuing is the possibility of establishing a PRYCA Web page. I have reserved a name on AOL for this purpose and just as soon as I figure out what the content should



be, I will start construction. At the very least, it will contain a pointer to other PRYCA member club Web pages and other items of boating interest.

I just received notification from BOAT/U.S concerning their Web page which can be found at <http://www.boatus.com>. There you will find boating news, consumer and safety tips, technical advice, nationwide boating weather forecasts and continuous severe weather updates, and "web-only" specials on equipment from BOAT/U.S. In addition, they have boats for sale and the latest word on issues important to recreational boaters, including FCC UHF marine radio licensing requirements, the federal diesel fuel tax and coastal sport fish species restoration.

And to close, the best excuse I have heard as to why articles were late for this newsletter was: "Couldn't log on to AOL." If you have a deadline approaching, you might want to try that excuse as well. See you on the River.

A Winter Wedding Cruise

Immediate Past Commodore Penny DeMarco.

As most of you have heard, Joe Orth, Past Commodore of National Potomac Yacht Club, and I were married on January 4, 1997, on our M/V *PennyPincher* on the Potomac River in the area of the Kennedy Center and Roosevelt Island. Now, I am sure that many of you wondered why we would be so foolish as to invite 30 some people on four boats to take a cruise in early January. After all, the conscientious boater has already carefully winterized his (or her) boat, taken down the canvas, and put on winter covers or has pulled the boat, shrink wrapped it and put it on a trailer or on blocks—all the things one should do to protect the boat

from freezing. But not us. No, we had several cruises planned for the holiday season (Christmas Eve to see Santa Claus waterski, Christmas Day, and a first of the year cruise January 1st) and then the wedding!

As far as the wedding is concerned, we started with a small wedding (just us and a minister), but things escalated. Our first choice was to be married under the Chesapeake Bay Bridge, but we thought that plan might be a little reckless. We settled on the Potomac and set the time according to the tide schedule so we would be assured of being able to get under the railroad bridge. We limited the invitees on *PennyPincher* to family because we figured that it would be cold, probably windy, and maybe wet (we hoped it wouldn't be snowing) and everyone would have to fit inside the boat for the ceremony. We did invite other boats to raft with us—*Movin' On II* and *Another Meeting*, with several National Potomac members aboard, were to take us up on this invitation. Who would have known that we would end up with a perfect day for a wedding and a cruise—73 degrees, no wind, and the river absolutely flat and free of debris.

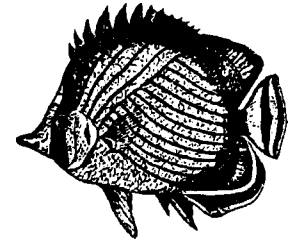
We got the minister, Reverend Brian Pierman, from the CBYCA Yearbook—he said that he was available for onboard ceremonies and we went through all the DC paperwork (actually much easier than you might imagine) for the license. We reserved the clubhouse at Capital Yacht Club, had our friends from Whitey's Restaurant cater the wedding luncheon, got a DJ we had heard a couple of years ago at Tantallon Yacht Club at the last minute, and our sons and Joe's sisters volunteered to decorate and make all floral arrangements. For us, it was a perfect day which we dedicated to our family and friends.

CBYCA Regional Meeting in March **Capital Yacht Club**

Past Commodore, John Hancock

The Chesapeake Bay Yacht Clubs Association (CBYCA) is planning to have a regional meeting for all National Capital Area and Potomac River recreational boating yacht clubs and associations on Saturday, March 22, 1997 at the Capital Yacht Club, 1000 Water Street, SW, Washington, DC. The theme of the meeting will be "What's Happening In the CBYCA" and will begin at 1:00 p.m. During the meeting presentations will be made informing you what the CBYCA is doing to address recreational boating issues at the state, regional and national levels with particular attention focused on regional matters. Representing over one hundred member clubs and 50,000 boaters in a five state area, the CBYCA will share with you some background on the CBYCA and thoughts which will benefit your organization. Various handout material will be available including a summary of pertinent legislative issues and copies of the current CBYCA Yearbook. You are encouraged to participate, or send a representative, to engage in these discussions of mutual interest. Hopefully, this will also be convenient for clubs which are already members of CBYCA to attend a local meeting and get updated on CBYCA activities.

Lunch will be available before the meeting at 12:00 noon for a nominal price. Reservations are required if you plan to have lunch. The CBYCA will also have its monthly CBYCA Board of Governors meeting in the morning at 10:30 a.m. to which you are also cordially invited to attend. You do not have to register for either of the two meetings but it would be helpful to know of your planned attendance.



Please give IPC Penny DeMarco or PC John Hancock a call or note if you have any questions and you plan on attending.

All PRYCA member clubs are strongly encouraged to participate, particularly due to the arrangement established between the PRYCA and CBYCA wherein legislative issues are mutually addressed. We look forward to seeing you Saturday, March 22.

Recalling Frederick Tilp's This Was Potomac River

MAL, Jim Ball

No, Virginia, Fred Tilp was not an Admiral, as those of you who have been to Alexandria Dock might think; but he was a historian, and he wrote quite a lengthy history about the Potomac River. I thought that I would share with you his work this year as we cruise our favorite waters, and tell you nautical tales and matters of time gone by.

So do all you OYC'ers know about whence the name Occoquan cometh? Yes, of course it is a name of Native American origin. Early records indicate that once upon a time there was an Indian village here by the name of Aquoconde—meaning “at the end of the water.” The town was founded in 1804, although settlement along the creek dates back to 1608 when Captain John Smith founded the “King's House in the Indian village of Tauxnent.”

Charts of about 1624 called the creek Ohoquin, and some say that there was once an early Spanish settlement on the banks of our club namesake. Belmont Bay was named for the Belmont Plantation nearby in 1734, and the little island to Starboard departing was apparently once a bit bigger, inhabited by Indians and known as Doge island on 1737 charts.

Across the river, in one of our favorite rafting places in 1608 was another Indian village known as Mataughquamend (“where one goes pleasantly”). Now isn't that appropriate for our raft ups and shrimp feast? Yes, today that is Mattawoman Creek where the Mattaponi Indians once lived.

The Ships in the Graveyard

The Potomac Basin Reporter
Sept./Oct. 1996

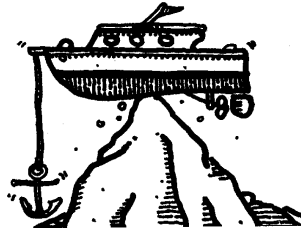
Just offshore of Charles County, Md., lies one of the Potomac River's great historical oddities. From a distance, the water's surface is broken by patches of low scrub covered islands seemingly overcome by the tide. On closer inspection, the islands have distinct outlines, familiar forms, and an arrangement unusual to behold in most quiet coves along the Potomac. This is Mallows Bay, the resting place of some 130 sunken ships, including the remains of 81 historically significant wooden steamships built under a crash government program during World War I.

For decades, the mile-long isolated cove about 30 miles south of Washington has served as a dumping ground for old ships. And for almost half a century the site has been virtually ignored by all with the exception of wildlife and the anglers. Today historians, conservationists and many citizens are interested in designating the area as a special shipwreck preserve to maintain this unique historical site. According to Don Shomette, a maritime historian and underwater archeologist, Mallows Bay holds the greatest concentration of sunken ships in North America. “It's one of our stunning and undiscovered resources,” said Shomette. The diverse collection of ships at the site includes various sailing vessels, steamships, and even an 18th-

Century longboat, which also is the oldest wreck in the cove.

The main attraction at Mallows Bay is the steamship fleet. During World War I, the United States built a fleet of 336 wooden steamships intending to use them in the war against Germany. The hulking, coal-dependent ships ranged from 265 to 285 feet long and cost more than \$1 billion to construct. However, it was soon discovered that the long transatlantic journey required so much coal that the ships could not carry much cargo and the steamships were rendered obsolete by the time the war was over in 1918. In the early 1920s, the majority of the fleet was sold to a variety of investors for scrap material and by the 1940s, most of the hulls had been salvaged by prospectors, burned to their waterlines and abandoned.

Although it is difficult to access the site—the shoreline is privately owned and protruding debris threatens the hull of any craft larger than a canoe or kayak—officials from the State of Maryland and Charles County have been interested in making Mallows Bay the second historic shipwreck preserve in Maryland. An existing preserve for a German U-boat has already been established off the coast of St. Mary's County, Md. on the lower Potomac. By law, the state already owns any historic artifacts in tidal waters including the wrecks. If established, the costs for the preserve would be limited to signs, brochures and possibly buoys to mark the wrecks. However, the state is also exploring options to purchase some land along the shoreline and establishing a park where the public could view the wrecks and take advantage of some interpretative displays about them. Richard Hughes, chief of archeology at the Maryland Historical Trust, has said that if all goes well, Mallows Bay could be declared a preserve as soon as next year with or



without shoreline access. The interest is centered on preserving the unique character of the site and possibly setting up research projects related to the wrecks. Shomette notes that there is interest in preparing and setting up a long term study to determine the effects of environment on shipwreck disintegration at Mallows Bay. Though the hulls have been inventoried, there has been no in-depth survey of their contents or attempt to retrieve artifacts due to limited funds.

Representatives from the state say that although they are interested in acquiring the site, Mallows Bay is still only one of many sites being considered for the purchase with the state's somewhat limited funds for waterfront acquisitions. The history and ships of the bay are the subject of a new book by Shomette entitled "The Ghost Fleet of Mallows Bay," available from Tidewater Publishers.

The Bonding Box **A Winter Project**

Jim Ball, Occoquan Yacht Club

Among us OYC'ers are many Captains that regularly need to get "up close and personal" with their engines to either work on them or get at components and systems in close proximity to them. Those of us with close spaces in our engine compartments (not you, Zimpel, read no further and go play ping-pong in your engine room) are regularly challenged with having to perform contortions and "become one" with our engines in order to change those plugs on the outboard side, change the oil filter, or other crowded tasks. How many times have we wished we could just levitate above the engine instead of resting on the backfire flame arrestor (BFA) and carburetor. Worse yet, having done so, we may find that we

have bent the throttle linkage, pulled wires loose, or disconnected hoses; not to mention poked a hole in our hide or ripped our jeans.

In order to make the "bonding" experience much more comfortable and efficient, I have devised a nautical aid which I call the "bonding box." It is simply a wooden box designed to fit around the carburetor and BFA which allows you to put your weight comfortably on the box instead of all of those delicate engine parts and connections on top of the engine. The box should be sized to rest upon the head/block outside the carburetor/BFA envelope, and have slots cut into the sides that clear the hoses, linkages, and any electrical connections and protuberances. Once you measure and build your Bonding Box for one engine, it will normally also fit the other, but you may have to make some additional slots to accommodate both sides.

Now that you have designed, built, and custom fitted your Bonding Box, give it a nice coat of paint and find a place in the engine space to stow it, if possible. Now when you have to bond with your engine, it will be a much more pleasurable experience, and result in less damage and frustration. You can put a blanket or other padding on the box and comfortably work in and around all sides of your engines henceforth. Just remember, after you are finished, please don't light up a cigarette and ask the boat "was it good for you?"

Cheers.

Coast Guard Auxilliary Courses

MAL Jim Ball

Following are dates for U.S. Coast Guard Auxiliary Safe Boating Classes (Power Boating) offered by Flotilla 14-06 at Hayfield High School on Telegraph Road in Alexandria:

- 27 January - 3 March—Boating Safety & Seamanship Course
- 17-21 March—State Course
- 31 March - 5 May 1977—Boating Safety & Seamanship Course
- 2-16 June—Boating Safety and Seamanship Course
- 7-11 July—State Course
- 28 July - 8 August—Boating Safety and Seamanship Course
- 1 Oct - 5 Nov—Boating Safety and Seamanship Course

For additional information, contact Lester Thomas at 703-455-7820 or e-mail to lpthomas@erols.com.

Columbia Island Marina

202-347-0173

Columbia Island Marina is located across the Potomac from the Jefferson Memorial, set in the Lyndon B. Johnson Memorial Grove. It is on the Virginia side of the George Washington Parkway between the Memorial and 14th Street bridges, and minutes away from such attractions as the Georgetown Waterfront and the Kennedy Center and provides one of the best viewing areas to see the 4th of July fireworks.

Starting April, Columbia Island Marina will be hosting Sunday brunches with pancakes, french toast, muffins, eggs, sausage, ham, creamed chipped beef, fruit, orange juice, coffee and champagne for only \$7.50 per person! You can sit outside while enjoying the beautiful view, good company and a delicious brunch. It's a great way to get together with friends and a wonderful way to start any Sunday. Looking forward to seeing many of you at Columbia Island Marina this spring and summer.

NORTHERN VIRGINIA POWER SQUADRON

MEDIA RELEASE

FOR MORE DETAILS CONTACT: Bill & Bonnie Fulford (703) 591-2118 (voice or fax),
or E-mail wfulford@erols.com

December 17, 1996

To: Ned Rhodes
PRYCA Newsletter Editor

The Northern Virginia Power Squadron will offer the following Public Boating Courses for the first quarter of 1997.

January 14, 1997	Quantico Yacht Club, Quantico VA
February 10, 1997	Centerville High School, Clifton VA
February 17, 1997	South Lakes High School, Reston VA
February 27, 1997	McLean Community Center, McLean
March 11, 1997	Kilmer Intermediate School, Vienna
March 20, 1997	Arlington Community Center, Arlington VA
April 1, 1997	Francis Scott Key Intermediate School, Springfield VA

The classes will be in the evening starting at 7:00 PM. The course runs one night a week for eight weeks, with a review on the seventh evening and an exam on the eighth evening. Those who pass the exam, and most do, will receive a certificate which is recognized by the State. The Squadron Course is open to men, women and teenagers.

Students learn safe boat operation, navigation rules, boat handling and elementary seamanship, charts and aids to navigation, basic weather, engine troubleshooting, marine radio, and other topics of interest to sailors, power boaters and operators of jet skis.

The course is offered free except for a nominal charge for cost of materials.

For more information call (703) 758-4442. Visit the USPS Internet Web Page at <http://www.usps.org/usps.html>.

POTOMAC RIVER YACHT CLUBS ASSOCIATION
Board Meeting at Capital Yacht Club
Monday, 4 November 1996

Present:

Commodore: Penny DeMarco
Vice Commodore: Bud Clark
Rear Commodore: Steve Donock
Treasurer: Harriet Douglas
Secretary: Ineke Lavoie
Fleet Captain/PC: John Robey
IPC: John Hancock
PC: Ned Rhodes
MAL: Mark Viehoever
Monica Lovell
Guest: Gina Puglisi, Eastern Power Boat Club

The meeting was called to order at 6:25 PM by Comm DeMarco

The October Board Meeting minutes were accepted as printed

VC Clark:

- passed out the Handbook, which was unanimously approved by the Board
- passed out various documents, i.e., 1997 planning calendar, list of planned committee appointments to be approved at January 97 Board Meeting, and an invitation to the upcoming Change of Watch January 25, 1997.
- discussed the need for a fresh approach to traditional events, add additional events to serve member clubs and promote more inter-club cooperation. As always, suggestions and ideas are very much welcomed!

RC Donock provided details on Change of Watch, i.e. menu, scheduling of events, etc.

The Treasury Report was accepted as read and printed.

MAL Viehoever reported on WWA's December 14 Festival of Lights in the Washington Channel.

PC and Newsletter Editor Rhodes passed out the November Newsletter and reminded all of '97 deadlines.

Gina Puglisi of Eastern Power BC, who works for E&B Marine, which recently was purchased by West Marine, passed out information expressing West Marine's wish to work closely with PRYCA and its member clubs on future events, i.e., Change of Watch, Float-In, as well individual Club activities. Please contact Gina at (301) 559-1257 for more details.

The meeting was adjourned at 7:10 PM till December 2nd Board Meeting at 6:30PM at Seafarers Yacht Club.

Respectfully submitted
Ineke Lavoie, Secretary

POTOMAC RIVER YACHT CLUBS ASSOCIATION
Delegate Meeting at Capital Yacht Club
Monday, 4 November 1996

Club Delegates Present:

AQUIA - PC Hancock
CAPITAL - Delegate Ruth Koetter
COBB ISLAND - Delegate Stimson Eveleth
DISTRICT - Delegate Herman Parker
FT. WASHINGTON BOATING ASSOCIATION - Commodore Lou Paris
LANDMARK - Delegate Charlie Wilkerson, Guest Beverly Robey
MT. VERNON - Delegate Mitchell Mutnick, PC Robey
NATIONAL POTOMAC - Delegate Steve Shipley, PRYCA Commodore Penny DeMarco
OCCOQUAN - MAL Monica Lovell, PC Rhodes
PRINCE WILLIAM - Delegate Tim Abel
QUANTICO - VC John Boynton
TANTALLON - Delegate Rick Zimmerman
WASHINGTON - MAL Mark Viehoever
YC at SWAN POINT - Commodore Wayne Kuster
Absent: COLONIAL, EASTERN, MARINETTE and SEAFARERS

The meeting was called to order at 7:30PM by Comm DeMarco, and host Capital YC's Fleet Captain Norm Cherry welcomed PRYCA and its Clubs to Capital YC. Club Delegates introduced themselves.

PC Hancock, chair of the Nominating Committee:

- thanked fellow Committee Members PC Rhodes, PC Robey and NPYC PC Orth and introduced the 1997 Candidates, which slate was accepted by unanimous vote.
- highlighted the need for a 4th MAL position to be added to the Board in a continued effort to better serve PRYCA's 18 member clubs and introduced the proposed revision to by-laws and constitution to provide for a fourth MAL, which was accepted by unanimous vote. Landmark's John Kenyon will serve in this position as acting MAL.

VC Clark:

- passed out the new Handbook, the 1997 planning calendar, information on Standing Committee members, as well as Change of Watch invitations, and actively looked for suggestions for '97 activities.
- mentioned the 2 new clubs who joined in 1996: Cobb Island YC and the Yacht Club at Swan Point

RC Donock discussed the July '97 Float-In and PRYCA's efforts at improving this particular event, and welcomes ideas and suggestions Clubs may have.

Treasurer Douglas mentioned that Cobb Island already paid their '97 dues.

MAL Monica Lovell thanked Clubs for coming to Delegates Meeting, and MAL Viehoever highlighted the December 6th Festival of Lights in the Washington Channel.

PC Hancock reviewed the July 21 '96 meeting on Southern Clubs, which resulted in appointing a 4th MAL position to the Board, and Swan Point Commodore Wayne Kuster invited all clubs to join a Rockfishing Tournament organized by the Colonial Beach Chamber of Commerce at Colonial Beach, usually the 2nd week of October. Please contact Swan Point YC Commodore Kuster at (301) 259-0061 for more details on this and other events.

Ft. Washington Commodore Lou Paris invited all to attend his Club's Christmas Party December 14th.

The meeting was adjourned at 8:30 PM till next Delegate Meeting, February 3, 1997 at Capital YC.

Respectfully submitted,
Ineke Lavoie, Secretary

POTOMAC RIVER YACHT CLUBS ASSOCIATION

Board Meeting at Seafarers Yacht Club

Monday, 2 December 1996

Present:

Commodore: Penny DeMarco
Vice Commodore: Bud Clark
Rear Commodore: Steve Donock
Treasurer: Harriet Douglas
Secretary: Ineke Lavoie
Fleet Captain: John Robey
MAL: Mark Viehoever
Monica Lovell
Jim Ball
Coordinator: John Kenyon

Absent:

Fleet Captain: John Robey
MAL: Michael Strunk

The meeting was called to order at 6:35 PM by Comm DeMarco who thanked Seafarers Commodore Howard Gasaway for his hospitality. Comm. DeMarco also thanked the 1996 Board for making her year as Commodore a successful one.

Old Business

- November Secretary Board Meeting minutes were accepted as printed.
- The November Treasury report was accepted as printed and read. The '96 Year-End report will be submitted at the January 6 Board Meeting.

New Business

Commodore-elect Clark took over the meeting, and reviewed '97 PRYCA activities. He seeks fresh approaches to traditional events and looks for additional events to serve member clubs. He requested MALs to discuss with their Clubs the idea of PRYCA supporting service organizations, youth groups & clubs, environmental and regional associations. There was discussion about setting up a PRYCA WWW Homepage.

Comm Clark asked all Committee Chairs to come in with their committee members at Jan 6 Board Meeting.

- VC Donock discussed in detail the cost of the January 25 '97 Change of Watch Dinner & Dance, and it was agreed that RC Viehoever will contact the Wright Band to see if they are willing to bring down their price. Motion was made and accepted authorizing IPC DeMarco, VC Donock and RC Viehoever to take corrective steps where necessary.
- RC Viehoever gave status and plans for a) 1997 Calendar, PRYCA and other clubs, b) 1997 Board & Delegates Meetings, and c) the Entertainment and Liaison Committee. He'll ask member clubs to play larger roles in organizing and planning PRYCA sponsored-events, i.e., NPYC with the May 17 Pre-Blessing Dinner at CIM
- Secretary Lavoie asked for updates for 1997 Officer and Boat Rosters, and passed out '97 Newsletter deadlines.
- Treasurer Douglas announced that since PRYCA FY 96 ends December 31, the year-end report will be presented at January 6 Board Meeting.
- MALs Ball, Lovell, Strunk and Coordinator Kenyon will all send individual letters of introduction to their Clubs:
 - MAL Jim Ball: Ft. Washington, Mt. Vernon, National Potomac and Tantallon
 - MAL Monica Lovell: Marinette, Occoquan, Prince William and Quantico
 - MAL Michael Strunk: Capital, District, Eastern, Seafarers and Washington YC
 - COORDINATOR John Kenyon: Aquia Harbour, Cobb Island, Colonial, Landmark and Swan Point
- Coordinator Kenyon will see whether Southern Clubs have a US Power Squadron member willing to serve as PRYCA liaison, and will present proposal at Jan Meeting as to how PRYCA can sponsor Cobb Island Days at Cobb Island YC in June.

Meeting was adjourned at 8:40 PM till January 6 Board Meeting at 6:30 PM at Columbia Island Marina.

Respectfully submitted,
Ineke Lavoie, Secretary

POTOMAC RIVER YACHT CLUBS ASSOCIATION
Board Meeting at Columbia Island Marina
Monday, 6 January 1997

Present:

Commodore:	Bud Clark
Vice Commodore:	Steve Donock
Rear Commodore:	Mark Viehoever
Treasurer	Harriet Douglas
Secretary:	Ineke Lavoie
Fleet Captain:	John Robey
MAL:	Jim Ball Michael Strunk
IPC:	Penny DeMarco
PC:	John Hancock

Absent:

MAL	Monica Lovell
Coordinator	John Kenyon

The meeting was called to order at 6:35 PM by Comm Clark.

Old Business

- December Secretary Board meeting minutes were accepted as printed.
- VC Donock gave report on Jan 25 Change of Watch; there will be no Commodore's Call this year and the Wright Band has agreed to play for reduced cost.
- Comm Clark's motion was approved to purchase plaques to be handed out at Board's discretion at future events; these will be 1) Distinguished Commodore's Award, 2) Honorary Captain Award, and 3) Meritorious Service Award.
- December Treasurer Report was accepted as read, as well as the Year-End Report. The '97 Budget will be presented at the February Meeting.

New Business

- Comm Clark passed out information on 1997 Appointments, Committees and Event Coordinators, and asked all present to review his '97 Goals and Objectives and provide him with feedback ASAP.
- VC Donock updated status and plans for Qualifications Committee, which he will chair together with 3 Member Club Commodores .
- RC Viehoever urged MALs to call Club Delegates for participation at upcoming Change of Watch, and get input for '97 Officer Roster and Boat Roster, and detailed plans for the upcoming Feb 3 Delegates Meeting.
- Secretary Lavoie asked for updates for 1997 Officer and Boat Rosters, and reminded all of the January 24 deadline for the February Newsletter.
- Treasurer Douglas announced that PRYCA invoices for 1997 were sent to all Member Clubs.
- FC Robey will order 2 new MAL patches .
- MAL Ball mentioned he sent individual letters of introduction to his Clubs: Ft. Washington, Mt. Vernon, National Potomac and Tantallon.
MAL Michael Strunk will do the same for his Clubs: Capital, District, Eastern, Seafarers and Washington YC.
- IPC DeMarco had no report.
- PC Hancock (1995) was handed his long-awaited Past Commodore patch and pins, as was IPC DeMarco.

Meeting was adjourned at 8:40 PM till February 3 Board/Delegates Meeting at 6:30 / 8:00 PM at Capital Yacht Club.

Respectfully submitted,
Ineke Lavoie, Secretary

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Ned W. Rhodes, CDP
president

Software Systems Group



March 22 CBYCA Regional Meeting @ Tantallon YC
April 7 Delegates Meeting and Commodores Night @
Tantallon YC
April 26 PRYCA Safety Day # Mt. Vernon YC

Upcoming Events



Potomac River Yacht Clubs Association



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

Address Correction Requested