

Potomac River Yacht Clubs Association



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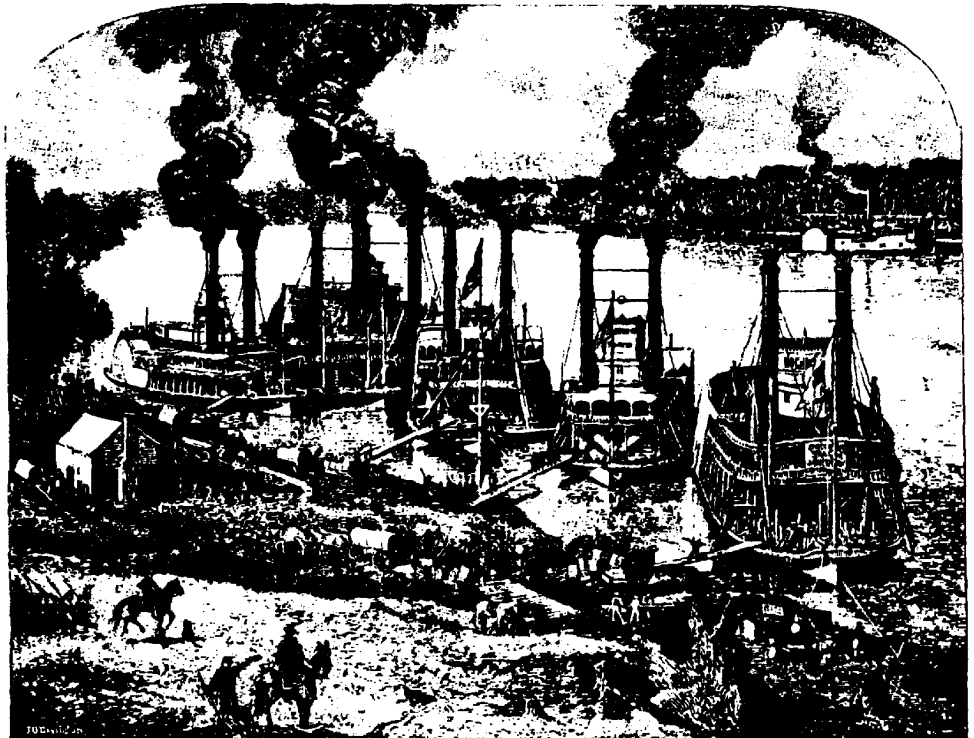
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13th Annual PRYCA Float-In July 17-19, 1998



Welcome to the Float-In

Monica Lovell, Float-In Coordinator

On behalf of the Commodore and Board of the PRYCA, I would like to welcome you to the 13th Annual PRYCA Float-In.

One would think that I would have more sense than to volunteer a second time as Coordinator of an event of this magnitude. But, after much encouragement from the Board (of course, they couldn't find any other victim "volunteer"), I was convinced I could "do it again," and make the 1998 Float-In even better. Of all the "skills" required to coordinate this program, perhaps the most important is that of "delegator." This has become my most treasured skill—just ask Henry!

This year's Float-In promises to be bigger and better. With new PRYCA cup competition events planned (thanks to six months of hard work by the newly configured Cup Committee under the auspices of Fleet Captain Phil Bolin); and marine displays/presentations under the tent Saturday (courtesy of NOAA, Potomac River Fisheries Commission, and a video and display of several archeological dives/digs on both the Potomac River and Chesapeake Bay, presented by the Maryland Department of Natural Resources). The Coast Guard Auxiliary will be conducting CMEs; and, for the Saturday dinner/dance, for your gastronomic gratification, we have lined up a wonderful dinner catered by "Puttin On the Ritz" (they will also be serving brunch Sunday); fantastic door prizes, including a free Float-In weekend, \$150 of gas, prizes from Boat U/S, West Marine, Overton's, Clyde's, Chicken Out, Tim's Rivershore, Nora Beverages and much, much more! And now, the news you have been waiting to hear: this year's big raffle prize will be a JRC Radar 1000 valued at \$1,229.

So remember to buy your raffle tickets...buy many and buy often!!

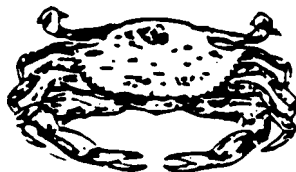
Saturday evening also showcases the return of Peggy Castle of "Bristol Sounds." Peggy is the same great DJ who last year provided us with the soulful tunes that kept us "boogying" into the wee hours of the morning. So come on, shed those boat shoes for a few hours of dancing under the big tent. Who knows, we may even see the reappearance of Diana Ross!

Sunday morning there will be a 0830 prayer service led by Chaplain Rita Nelson of Capitol Yacht Club, followed immediately by brunch under the tent.

By this time, all clubs should have received the new rules and scoring breakdown for the PRYCA Cup Competition (a copy is also enclosed in your registration packets). I have heard that many clubs actually have held pre-Float-In "practices" in an effort to challenge current cup holder Occoquan Yacht Club. With the passage of the new PRYCA Cup Competition rule permitting clubs with small numbers of participants to combine forces to form one team, the competition looks to be fun and fierce. Good luck to all!

So relax, enjoy the weekend, have fun, and be safe. Please remember, if the temperature soars into the 90s and 100s (as we all know is likely), please, please, drink a lot of fluids (including water) and stay under the tent by the fans or in the air conditioning of your boat.

Also, if we Board members can be of any assistance this weekend in any way, please do not hesitate to ask any one of us.



From the Commodore

Steve Donock

Welcome to Fort Washington and the 1998 PRYCA Float-In! On behalf of the Bridge I want to wish you a great weekend. We have a lot of special things planned and hope you all enjoy whatever parts you participate in—hopefully ALL of it! There is no way I can thank everyone involved without leaving someone out. My thanks go out to the entire Bridge and all the other dedicated members who have helped put this year's Float-In together. They have been working for months and have done a terrific job.

We especially hope you enjoy the PRYCA Cup competition. We listened to many of your suggestions and ideas and the committee has come up with some very interesting things. We're very excited about this. It should turn out to be enjoyable for everyone. Make sure you visit the PRYCA tent as well. There will be a lot going on there all weekend. The important "What, Where and Whens" are included in your packages. Whatever you do, make sure to renew old friendships and make new ones. That's one of the things I love most about this organization—the great people.

As we enjoy boating and this Float-In, I would like you all to pause for just a moment and remember three of the great people who will not be with us this year. Georgie Dalferes, John Greenhalgh and Bev Robey all passed recently and I know we will all miss them dearly. They all loved boating and the camaraderie very much and I'm sure are with us in spirit. God bless you, Georgie, John and Bev.





From the Editor

Ned W. Rhodes

I think I am still on vacation, at least I feel like I am on vacation. Our Club just got back from a week on the Bay and we had wonderful weather. That is, except for one day on the Bay. The weather report was 1-2 foot seas with winds 10-15. When we rounded Point Lookout, the waves were 2-4 feet and the wind was from the North at 15-20. We took it right on the nose for five hours to St. Michaels. After that, we had all calm water. There is nothing like big water to start your trip on the Bay.

The PRYCA Web page has been up for almost a year now. I try to keep it updated with PRYCA news and pictures from PRYCA events. As always, I welcome pictures, articles and URLs from others. I am still missing introductory paragraphs from some of the member clubs. Check out the Web site at <http://members.aol.com/prycanews> and email me at rhodesn@softsysgrp.com with additions. Note that this newsletter as well as the last five are up on the web site in Adobe PDF format for downloading. Enjoy the Float-In and smile for the camera!

From the Fleet Captain

Phil W. Bolin
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540-659-9200

"This Was the Potomac," by Fred Tilp provides a great information on the Potomac River. Here is some more from that book.

From 61,000 people in 1860, Washington DC grew to 110,000 in 1870 and the government under President Grant went to work building up the city; a buildup that had a positive effect on Potomac water traffic and the entire

East Coast. Three-mast schooners monopolized trade on the Potomac until 1880 when the Great Schooners, with five and six masts, took over the trade. Lumber, coal, stone, lime, and fertilizer were among the goods shipped to and from Washington in these Great Schooners. Freestone from Aquia Creek and other goods from the Potomac were delivered north in smaller vessels.

While schooners moved the goods, steamboats started their eventual prominence when a Packet Steamboat started ferrying people between Georgetown and Alexandria. The fare for the trip was 50 cents and it stopped at several wharves along the way including where the Army War College is now located. In 1812 the first foreign steam vessel come up the Potomac. As steamboats started working the river, horse power (horses turning paddle wheels by walking around a turnstile in the boat) continued to play a strong role in the ferrying business, as most people were worried the steamboat boilers would blow up. They in fact did blow up occasionally, but the main consequence was just a delayed trip.

In 1815 steamboat service was inaugurated that hauled mail from Washington. The boats first stopped at Thorney Point wharf in Aquia Creek and then steamed on to Belle Plain. By 1929 there were two steamboats running bi-weekly trips from Baltimore to Washington, costing the very expensive fare of \$2.00 (yes, two dollars). A stop on the trip was at the Aquia Creek railroad landing.

After the Civil War and prior to this railroad takeover, the Potomac was literally a great highway for traffic with 112 active Potomac River landings for steamboats. Fires on these boats were not uncommon and one in 1873 was considered a great disaster when the Wawaset, a 129' vessel, caught fire near Maryland Point and eighty-five persons

lost their lives. Railroads lead to the end of the steamer-ferry service in 1877. As the railroad increased competition for goods, the boats of the Potomac started river excursions, carrying passengers to resort areas farther down the Potomac from DC. One of these boats, the 181' River Queen, also had the distinction in 1864 to carry President Lincoln to Hampton to meet the Confederate peace commissioners. Another, the 142' Arrow, toured 200 passengers a trip to Mt. Vernon for \$1.50 each. Fifty cents of the fare went to the historical association.

This heyday of steamers began in 1880 and did not end for 50 years, mainly due to their use for pleasure trips on the Potomac. The St. Johns was one of the best beloved river steamers, carrying over two million passengers in her life on the Potomac, that included memorable 40 mile moonlight trips. She generally traveled between Colonial Beach and DC. The 200' Freestone stayed moored at the end of the pier at Freestone Point, between Powells Creek and Nebasco Creek, providing slot machines and numerous bars for thirsty gamblers. Gambling was illegal in Virginia. The Freestone made the most of the fact that Charles County MD, not Virginia, had jurisdiction of the Potomac River. The Mayflower, a 273' steamer, was the most beautiful steamer on the river. It was the Presidential yacht, starting with Roosevelt's administration in 1905 until Hoover's in 1929 when he decommissioned her. The river's largest side-wheeler, the 315' Potomac, could carry 3000 passengers and started service in 1934 between Washington, Colonial Beach, Chapel Point, and Liverpool Point. You could enjoy a great trip on the Potomac while listening to Paul Whitman and Benny Goodman. Her last trip was a moonlight excursion to Occoquan Bay on 12 September 1948.



The Potomac was also used as the transportation medium for disposing of Washington's garbage. For over 45 years garbage scows were towed from Washington to pig-feeders, and to Cherry Hill where the garbage was processed into salable "greasecakes" and an oily fertilizer.

Policing the river was hard as people fled to the Americas to escape countries where they considered that there was too much policing. As early as 1750 "Market Masters" started to be appointed to watch out for problems on the River and enforce custom laws, but this was mainly ineffective.

An English journalist, Captain Marryat, had this to say of the Washington River area in 1830: "Mecca-on-the-Potomac, the new Rome on Tyber Creek sewer found four things in great demand on the waterfronts: cheap slaves, oysters, corn whiskey and tobacco. Except for the stone shore in Georgetown, the river's edges were swamps and flats from which arose at night miasmatic vapors which gave way to its name a 'cesspool of crime' ... a free and easy population, as full of feuds as the Tennessee mountaineers. It would take a might good harbor policeman to rule a river-community like that, but there was none...."

In 1846, part of the District of Columbia originally ceded by the Union was given back to Virginia. By this act, the capital city lost one-third of its area, and the city of Alexandria and the whole tidewater shoreline between Rosslyn and Jones Point were stunted and almost ruined. River traffic after the Civil War brought hundreds of people to the un-policed river shoreline running from Alexandria to the Washington harbor area. A good part of this area was known as a floating Sodom and Gomorrah because gaudily decorated houseboats of local prostitutes anchored just offshore. This houseboat area became known as the

most notorious red light district in America. In addition, dead and diseased horses were generally dumped into the swamps lining the river. A problem needed attention.

Finally, to help clean up the area, John R. Sutton was appointed as acting harbormaster in 1881, and in 1905 he was appointed the first officer lieutenant in the newly formed Harbor Police. Over the years, the Harbor Police have been responsible for various activities, including: riots on excursion boats, prize fighting, fires on the waterfront, suicides and murders on the water that occurred about twice a month in the early 1900s, nude swimming complaints, garbage scow loading, ice skating supervision, dead horse burial, and retrieving cattle that fell in the river from bridges they were attempting to cross.

The river police in the northern end of the Potomac were of different strengths over the years. In 1881 there were 6 officers and no boat; in 1939, 36 men and 6 boats; and in 1978 there were 25 men and 6 boats.

Policing the river and its estuaries from Alexandria south was the responsibility of Maryland and Virginia State authorities. Driven by disputes over fishing, the enforcement was initially ineffective. Strict enforcement of fishing in the Potomac did not occur until after World War II. Then the state authorities started taking effective action. In 1958, a Maryland-Virginia Potomac River Compact was formulated which helped promote proper enforcement of activities on the Potomac.

Maryland colonists built their first boat on Saint Clements Island in 1634, with pieces brought from England on the Ark. By 1697 shipbuilding on the Potomac was a solid industry, with most building being small craft for trading on the tributaries of the Potomac.

The first record of a ship launching in Alexandria, VA was in May of 1760 when George Washington went to Alexandria to see Captain Litterdale's ship launched. Of the thousands of wooden sailing vessels built in the Potomac shipyards the two largest vessels were the Minnesota, a frigate measuring 250'X52'X24' of 3200 tons, and the William T. Hart, a four-masted schooner measuring 205'X39'X20' that could carry 1500 tons of coal. The years 1870 to 1910 were boom times for the Potomac boatbuilders. The Washington Navy Yard began building ships in 1799, and built ships until 1886.

The end of large wooden ship construction was reached at the turn of the 20th century, except for one final effort during WWI at Quantico Creek where the Potomac Shipbuilding Company contracted to build seven schooner-rigged barges for the war effort.

In early 1900 construction of metal vessels started. In 1918 the American Ship Building Corporation received an order for twelve vessels with a "cost-plus 25%, plus 5%, plus 10%" contract. This company had a problem and did not complete the vessels, filing bankruptcy in 1921 without completing three of the vessels.

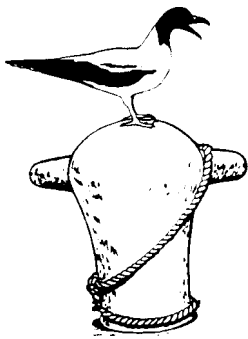
Alexandria, VA had a half-dozen shipyards building vessels during the late 1800s and early 1900s. There were also numerous yards that existed in almost every creek and estuary of the Potomac, including: St. Georges, St. Marys, Smith Creek, Four Mile Run, Coal Landing, Monroe Creek, Yeocomico and Coan, James Creek, and several in the Washington, DC area.

At the end of WWI, hundreds of unused 3500 ton wooden troopships became a burden to the US Shipping Board. About 1923, the Western Marine and Salvage Company purchased 212 of these vessels for salvage. They were stripped by yards in Alexandria and

towed to an anchorage off Widewater, VA and burned in September 1925 in what was referred to as the \$200,000,000 bonfire. The charred hulks were then towed to shallower waters of Mallows Bay, MD for recovery of the brass, copper, and iron built into the hulls. During the depression years of the thirties, lucrative pickings in a scrap metal rush occurred on these vessels. In 1932 the four-masted 225 foot schooner hull *Ida S. Dow* was towed to the area to be used as living quarters for officials of the salvage firm during this operation. In 1941 the Federal Government spent \$200,000 trying to recover what was expected to be 11,000 tons of high-grade scrap metal in the remaining 110 hulks.

For 25 years, local fishermen, especially the watermen in Aquia Creek, complained to their US Congressmen about damage to their boats from drifting wreckage from these vessels. And in fact some vessels came apart or drifted. In 1969 the Corps of Engineers identified 99 hulks as still being around in Mallows Bay, one close to Sandy Point, MD, and one on the Virginia shore (south of Maryland Pt).

A commercially successful shipwrecking company started in 1946 at Popes Creek, MD and specialized in the wrecking of large ocean-going tugs, submarines, and Navy destroyers. It stayed in business until 1954 when prices of scrap material became too low.



Blessing of the Fleet a "Booming" Success

Steve Donock, Commodore

Over 120 boats participated in this year's Blessing of the Fleet but none made as grand an appearance as the visiting tall ship, *H.M. Bark Endeavour*. The *Endeavour* is a replica of Captain James Cook's 18th century vessel which was credited with accurately charting much of the Australian coastline and properly locating the continent in relation to known waters. I had the honor of sailing aboard her through the Blessing and was on board for several firings of one of her four inch cannons. Captain Chris Blake showed a tremendous sense of timing, if not a somewhat warped sense of humor, by ordering the first firing while I was no more than ten feet away from the cannon. After recovering, I enjoyed the remainder of the trip, keeping a wary eye on the crew member carrying the matches.

I boarded *Endeavour* along with a US Customs agent, a local television cameraman and other members of the press, from the deck of a boat while underway between Alexandria and Washington. Captain Blake had not been to Washington by water and was a bit concerned as we entered the rather narrow Washington Channel. With his skill, my assurances that we had "plenty of room, sir" and the excellent assistance of the Harbor Unit of the Metropolitan Police Department, we made it up the channel, paused to fire the cannon again, and back down without incident. (The Police did have to assure one boater who decided to drop anchor directly in our path that if he didn't move he would surely lose the battle with *Endeavour*.) It was quite an experience.

Boaters Get Environment Conscience

ROSE HAVEN, Md. (AP) - With the boating season in full swing, the industry unveiled a national campaign Saturday to get 17 million recreational boaters to take better care of the environment.

The campaign, estimated to cost \$200,000 a year, is aimed at educating boaters to not dump sewage into waterways and improve environmental protection at marinas where they dock.

With the Chesapeake Bay as a backdrop, representatives of the boating industry as well as state and federal officials said that while many boaters are good stewards of the waterways, more work is needed to educate others about protecting the environment.

"We need to help people understand what they can do ... and increase public awareness for the need for clean water," said Neil Ross, president of the Marine Environmental Education Foundation.

The foundation, which represents boating companies, marina owners and other boating interests, is launching the yearlong education campaign.

Ross said it will include public service announcements in the media, distribution of flyers at boat shows and marinas to urge boaters to guard against polluting the waters.

There are 70 million boaters in the country with more than 17 million boats in operation every summer.

"Boaters are a critical part of the cleanup of our waterways," said Ann Swanson of the Chesapeake Bay Commission, a tristate organization dedicated to protecting the bay.

While some progress has been made, she said more needs to be done to keep boaters from dumping sewage into the water and take greater care not

to spill gasoline and oil into the water.

Bob Pacific, of the U.S. Fish and Wildlife Service, said that 45 states now have laws requiring marinas to have facilities that pump sewage from boats, instead of dumping it into the water as was the practice for years.

The Herrington Harbour Marina, nestled on the picturesque western shore of the Chesapeake Bay, began providing pumping facilities to boaters a decade ago, the first marina to do so in Maryland.

Stewart Chaney, the marina's owner, said boat owners have been receptive and the number of boaters using the pumping facility continues to grow. "Boaters say they want to do this. They want to take the high road," he said.

The number of such pumping stations has tripled in the last five years nationwide. Still, said Pacific, there are only about half as many stations in service than are needed even though the federal government pays most of the cost.

Pacific said there are about 2,800 sewage pumping stations in operation in marinas nationwide, many of which weren't available five years ago.

"That represents millions of gallons of sewage that didn't go into our waterways," he said. But he said to do a thorough job another 3,200 stations are needed.



National Boating Federation Annual Meeting

CBYCA Chartroom Chatter, June 1998
P/C Earl Waesche, CBYCA
Delegate to NBF
V/C Penny Orth, CBYCA

The annual meeting of the National Boating Federation (NBF) was held at the Encinal Yacht Club, Alameda, CA, on 25 April 1998. The meeting included several prominent guest speakers, NBF member reports, national policy discussions and Executive Committee elections. Among the guest speakers were:

Dr. Robert Lilley, International Loran Association, talked about efforts to assure the LORAN C system in the U.S. is not turned off in 2000. Booz-Allen & Hamilton has recently completed a cost-benefit analysis of LORAN C, which has not yet been released. Dr. Lilley described some of the technological advances in LORAN C which can significantly decrease the cost to the U.S. Coast Guard (USCG) to maintain the system and ultimately synchronize LORAN C with GPS. NBF is working to continue LORAN C beyond year 2000.

Captain David MacFarland, Chief, Marine Chart Division, National Oceanic and Atmospheric Administration (NOAA), brought us up-to-date on the status of marine charting in the U.S. NOAA is deservedly proud of the advances which they have made in the last few years. The updating of charts with the information received by NOAA is now much quicker and soon to be virtually overnight. NOAA is also working on a system which will allow print on demand of nautical charts. All of this good news was somewhat tempered by

the fact that virtually all chart work is being done in relation to commercial deep water (greater than 16 feet in depth) channels. Captain MacFarland stated that NOAA gets very little input from recreational boaters. He talked about the cooperative charting efforts done by the United States Power Squadrons (USPS) and suggested that we forward any information we have relating to charts to NOAA. He also talked about a program of Adopt a Chart which he would like to initiate where an organization could take responsibility for verifying, validating and updating the information. We should be hearing more about this program.

Larry Innis, NBF's Government and Legislative Consultant, provided his Washington Report summarizing issues critical to boating. Excerpts as follows:

Efforts by Senator John McCain (R-AZ) to prohibit Federal Emergency Management Agency (FEMA) from providing disaster relief to marinas and yacht clubs. Senator Barbara Mikulski (D-MD) was successful in

leading an effort to strike this from the FY98 appropriation bill, but Senator McCain has introduced S. 1007 with the support of the Clinton Administration as stand alone legislation to permanently exempt marinas from receiving funds. This bill has been referred to the Senate Committee on Environment and Public Works.

Efforts by states to impose stiff taxes on facilities that are built over submerged lands which are publicly owned. North Carolina will be implementing a new pier construction rule this summer which will result in waterfront property tax re-evaluations and citizen groups are forming to oppose expansion and new





construction. This idea may spread to other states with the threat of significant tax hikes to clubs.

The President has cut the U.S. Army Corps of Engineers (USACE) budget by 25% which will result in the virtual elimination of dredging of non-commercial navigable channels. Yacht clubs are urged to contact members of Congress and request sufficient funding for the Corps Civil Works Projects.

The Clinton Administration has been looking into imposing a new user fee (\$100 for boats up to 28 ft.; \$200 for boats over 28 ft.) on recreational boaters. Due to a strong lobby effort by the USCG Office of Boating Safety, the Office of Management and Budget has allowed recreational boating to escape for now.

The USCG wants to phase out the 121.5 MHZ Emergency Position Indicating Radio Beacon (EPIRB), which emits a weak signal, inaccurate locator signals, and a frequency shared with home appliances and military radar resulting in an incredible 99.8% false signal. The problem is that the more reliable 406 MHZ EPIRBs cost \$800-\$1,400 as opposed to around \$200 for the 121.5 MHZ model. The USCG is preparing a Request for Comments on this issue.

The Aquatic Resources Trust Fund (commonly known as Wallop-Breaux) is included in the new highway bill which is making its way through Congress. Currently, the bill is out of conference and awaiting vote. The House and Senate versions were different in relation to Wallop-Breaux. NBF worked through the American League of Anglers and Boaters (ALAB) to promote inclusion of the language from each version which is most preferential to boaters. The Wallop-Breaux program returns marine fuel taxes to the states for boating safety and infrastructure projects.

The boating industry has worked for several years to promote a legislative fix to the Coast Guard's Vessel Identification System (VIN). Last year, the House of Representatives passed language which would allow recreational boats to continue to be eligible for both state titling and Federal Documentation. This corrective language was included in last year's Coast Guard Authorization Bill, but the Senate has failed to take action on the bill. If the current law goes unchanged, boats titled in 34 states will be ineligible to be documented and will lose the advantages of Federal Documentation.

Lisa Querin, Special Agent, National Marine Fisheries Service (NMFS), described the Marine Mammal Protection Act and the Guidelines for Viewing Marine Mammals for Private Boaters. For more information on the NMFS and NOAA, its internet address is <http://www.publicaffairs.noaa.gov>.

Environmental Tax Break

Potomac Basin Reporter, Nov./Dec. 1997

Sure, everybody's got their hands in your pockets, but some of those hands need one. State programs in Maryland, Pennsylvania, and Virginia all count on your donations to help fund various natural resources initiatives. The donations can be made easily while completing your state tax return.

In Maryland, Line 63a is used to designate money that helps the Chesapeake Bay Trust and the Natural Heritage and Nongame and Urban Wildlife programs of the Maryland Department of Natural Resources (DNR). The Bay Trust is a nonprofit organization that makes grants to schools, community organizations, and public agencies for bay field trips, stream cleanups, tree plantings, wetland restoration, and other

volunteer bay improvement projects. The Bay Trust continues to support the annual Potomac Watershed Cleanup, and many other projects. The DNR funds will be used to restore critical habitat, promote species recovery programs, and educate the public about urban wildlife issues. The funds are divided equally between the two agencies, which have shared more than \$9 million during the program's ten years. For further information about the Chesapeake Bay Trust, call (410) 974-2941. Information on the DNR programs is available at (410) 260-8572. Maryland also sells special Chesapeake Bay vehicle license plates that benefit the work of the trust.

Pennsylvanians can use Line 31 (long form) or Line 14 (short form) to donate all or part of their tax refund to the Wild Resource Conservation Fund. Donations are used for rare species reintroduction, rare and endangered species surveys and research, and environmental education programs. Last year, Pennsylvanians donated more than \$263,000. Although residents can only donate refunds, they also can support the program through the purchase of a Wild Resource vehicle plate, or through a direct donation. For further information call the fund at (717) 783-1639.

In Virginia, residents can choose between three tax checkoffs that assist natural resources protection (the state has eight checkoffs in all). The Open Space Conservation and Recreation checkoff equally benefits two initiatives. Half of the proceeds fund land acquisition for recreation, preservation of natural areas, and maintenance and improvement of state parks. The other half goes to the Virginia Outdoors Fund, which benefits local governments in parkland acquisition and maintenance. Donations can be made on Line 15. Also available on the same line,

residents can donate to the Chesapeake Bay Restoration checkoff. Donations go toward providing grants to reduce nutrient loadings under Virginia's tributary strategies. Further information on the programs is available from the Department of Conservation and Recreation, 203 Governor Street, Suite 302, Richmond, VA 23219; or call (804) 786-1712.

The Virginia Nongame Wildlife Program checkoff will benefit research and educational efforts relating to endangered species. The check off can be found on Schedule 1, Form 760, Line B. For more information, contact the Department of Game and Inland Fisheries, P.O. Box 11104, Richmond, VA 23230; or call (804) 367-1000. Virginian also sells conservation vehicle tags.

Striped Bass: Under the Weather?

Potomac Basin Reporter, Nov./Dec. 1997

A significant number of adult striped bass surveyed in Chesapeake Bay are in poor health, with bacteria-related sores on their bodies, and with meager amounts of body fat, according to researchers. James Uphoff, a biologist with the Maryland Department of Natural Resources (DNR), noted that the sores are not of the same type observed during the *Pfisteria*-related fish kills last summer. Rather, they have been caused by several types of bacteria that commonly live in the waters of the Chesapeake Bay and its tributaries. The types of infections observed—small, sometimes pinhole-sized sores on the fish—are indications that the fish are stressed. The lack of resistance to common bacteria and the nearly empty bellies of the fish surveyed begs the answer to a question: Are the fish stressed from

poor nutrition, or are they not eating due to other environmental stresses?

Fisheries managers became aware of the problems this summer and fall, when more than 700 calls were made to the fish health hotline set up by the state and the Chesapeake Bay Foundation after the outbreak of the *Pfisteria*-related fish problems in the bay. Surveys of adult striped bass by charter captain Jim Price and DNR revealed sores in about 10 to 12 percent of the fish caught. Many of the fish had little food in their stomachs, and much of what there was consisted of sand shrimp, blue crabs and perch—not considered to be the staple foods of a healthy striped bass diet. These prey items are thought to be less nutritious than the bass' summertime favorites, menhaden and the bay anchovy, populations of which have decreased notably in the bay. This has led researchers down another line of inquiry: Is the decline in the favorite food of the striped bass due to the record numbers of fish now in the bay, or is there a problem with the food source for menhaden and bay anchovy?

And that is only one of the scenarios that researchers from a variety of agencies are feverishly pursuing. Uphoff is one of a group of the scientists that includes DNR, the National Marine Fisheries Service, ICPRB, the U.S. Fish and Wildlife Service, University of Maryland, waterman Jim Price, who heads the Chesapeake Bay Acid Rain Foundation, and others searching for answers. As is often the case in research, their quest for answers is leading them first to new questions.

Uphoff recently noted five hypotheses that are being examined. The first is based on water temperature. The resurgence of striped bass in the bay due to the harvest moratorium and subsequent quotas has resulted in large numbers of adult fish. The big fish

respire differently, Uphoff said. They are not as efficient, and warmer water is more stressful. Research has been undertaken to examine water temperatures historically and the information will be used in a computer model to test the health of fish under different environmental conditions.

The second hypothesis relates temperature to the dissolved oxygen content of the water, which is a critical factor for many fish in the bay, especially near the bottom in warm weather, when oxygen can be greatly depleted. The fish prefer the cooler water temperatures near the bottom, but lack of oxygen in the water may force them to concentrate in warmer water that still retains enough oxygen. The larger population may be competing for the limited amount of space containing the preferred water, causing increased local food competition, and increased stress on the fish.

The third area of investigation involves predation on the food base by the increased number of striped bass. In other words, are there less menhaden and bay anchovy because the greater number of strippers have depleted stocks of these forage fish? This idea denotes a "top down" depletion of the important forage species (predators eating all the prey below them on the food chain) and forcing them to prey on other, less-preferred food.

The fourth hypothesis is focusing on a lack of prey driven by a "bottom up" effect, where the prey of the striped bass has been reduced not from being eaten, but from a depletion of their food source or some other environmental problem. "It could be that there is a lack of forage for the forage fish," Uphoff said.

A fifth hypothesis is that some combination of these factors is stressing the fish. In complex ecological systems, several factors usually contribute to

observed problems. Like so much of life, things are seldom so cut-and-dried as to be able to point to a single factor in explaining an observation.

ICPRB Aquatic Ecologist Claire Buchanan, who for years has studied plankton (small plants and animals that float in the water column) in the bay and its tributaries that serve as a critical source for a variety of animals, has reviewed data that has forwarded the validity of a “bottom up” problem as a contributing factor to the stress observed in adult striped bass.

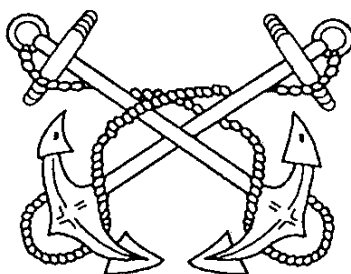
Her analysis of the data shows some disturbing trends that indicate decreases over time in the planktonic food sources for menhaden and bay anchovy, important forage species for striped bass.

Buchanan noted that summer abundances of mesozooplankton, middle-sized planktonic animals, are declining in the middle and lower Chesapeake bay and adjacent tributaries. The number of types of plankton also are decreasing, according to research by one of Buchanan’s colleagues, Kent Carpenter of Old Dominion University in Virginia. While reasons for the decline are being explored, indications do not point to a lack of algae that are the plankton’s staple food. Mesozooplankton are a required food for bay anchovy and the preferred food of newly hatched menhaden and most all fin fish species in the bay. The fact that populations of the preferred forage fish for striped bass are declining at the same time as their primary food source “indicate a cause and effect relationship that should be investigated,” Buchanan said.

In the middle bay (including the lower Potomac), the spawning and nursery area for the bay anchovy where mesozooplankton populations have crashed, other indicators point to

changes that may be related. Algae blooms, especially blue-green algae, have increased, as has the cloudiness (turbidity) of the water. Submerged aquatic vegetation has declined, as have populations of zooplankton. In the lower bay nursery area for menhaden, a complete crash in populations of mesozooplankton has occurred. “Something big may be occurring in that portion of the bay. We are collecting pieces of the puzzle, and we are trying to fit those pieces together,” Buchanan said.

Whatever the causes for the poor condition of some adult striped bass, “A rebuilding population of fish will usually have setbacks as it recovers,” Uphoff said. “Finding the cause of the problem will take time and commitment.” Uphoff noted that understanding of the problem is furthered by the diversity of researchers—fisheries biologists, pathologists, and other specialties—that are working together and communicating results to one another. Uphoff also noted that the whole ecology of the bay has been massively manipulated over time and that the increasing number of striped bass living in the bay may be a part of the problems being observed. He was quick to add, however, that the idea of allowing greater fishing pressure on striped bass currently is premature. Not enough is known about the problem, he said, and it would be a mistake to increase fishing pressure at the present time.



“Old Sailor” Weather Sayings

Tantallon Yacht Club Newsletter

Dew indicates a good day ahead; a dry morning is a sign of showers. Distant shores loom up nearer before rain because of thinning of the air. A large halo around the moon indicates cirrus cloud form and a warm front with rain. A veering wind is a sign of fair weather, backing wind means rain. Falling barometer indicates nearing “low” area with winds and rain. Rain is most frequent at the turn of the tide (if air is humid). Rainbow to windward—rain ahead; rainbow to leeward—rains end. The higher the clouds—finer weather; the lower ceilings foretell a rain. Smoke that curls downward and lingers means a nearing storm. Roosting birds mean the air is thinning and is harder to fly in—birds “sit it out” before a storm. Lightning from the West or Northwest will reach you, but from the South or Southeast will pass. (The above taken from Biscayne Bay “Sailors Choice.”)

Firearms on Boats in Md. and Va—Are They Legal?

John Malatak, Aquia Harbour Yacht Club

During a recent session of the USCG Auxiliary Basic Skills and Seamanship course that we’re conducting for the AHYC, someone asked the question, “*Is there any law or regulation pertaining to carrying firearms in boats on Maryland or Virginia waters?*” I went back to my office and researched the correct response. I then provided the information to our class during the next session and all present felt that the answer may be of interest to our entire membership. Below is a condensed version of the response to the question:

Since most of us boat in Virginia, Maryland and District of Columbia

waters, here is a general summary that pertains to all:

Virginia. According to Col. Jeff Uerz, Chief, Law Enforcement Division, "if the firearm is for protection, it is legal. However, rifles and pistols cannot be carried on boats if the main purpose is to shoot at birds and/or wildlife. The reason is because shots fired into the water can ricochet and possibly harm individuals fishing, boating, etc." (For additional information about the Virginia law: VAC 15-270-40, Shooting or carrying rifle or pistol over public inland waters.)

Maryland. According to Col. Tom Turner, Chief, Law Enforcement Division, "a person does not need a permit to have a weapon. The state would treat the vessel just like a car; in other words, it is illegal to carry a concealed weapon. If the boat is boarded, the operator would need to inform the boarding officer of the firearm. However, the law is vague." (For additional information about the Maryland law: MD Law, Article 27, Section 38B.)

District of Columbia. According to Lt. Ralph McLean, DC Marine Law Enforcement Office, it is plain and simple, "...guns are illegal in the District of Columbia." Any boater entering DC waters should make contact with the DC Marine Law Enforcement Division and notify them that you are carrying a weapon on board (mainly if you are staying overnight). If you are traveling through, there is no need to notify them unless you are boarded. Prior to the officer coming on board, inform them that you are carrying a weapon.

Keep in mind that as you travel to different states you must follow that specific state's law.

The Drift Pin

**Jim Ball, Occoquan
Yacht Club**

Long ago, and not so far away, on a dark day in Occoquan Bay ... actually, it was just off of Dave and Carol Moore's beach, some type of square ended vessel was driven ashore, and has remained there since, covered by water most of the time. We don't know what it was or when it was—yet! For years the relentless currents and tides of the Potomac tore at its planks and buried it so that now, at the turn of this century—and only a low tide—can the remains be seen. Several weeks ago, I arranged for Bruce Thompson, the marine archaeologist from the State of Maryland, to speak to the Coast Guard Auxiliary Division Board and staff about wrecks of the Potomac, and history has begun to unfold. Dave gave me what looks like a bent old rusty bolt with no head or screws from the wreck to take to the archaeologist to see if anything could be learned.

Bruce's presentation was a fascinating history of shipbuilding and stories of wrecks on the Potomac, most of which are still down there, but not in very good condition due to time and scavengers. Bruce and his small staff have the job of locating and protecting all nautical artifacts in the rivers of Maryland as well as Maryland waters of the Bay.

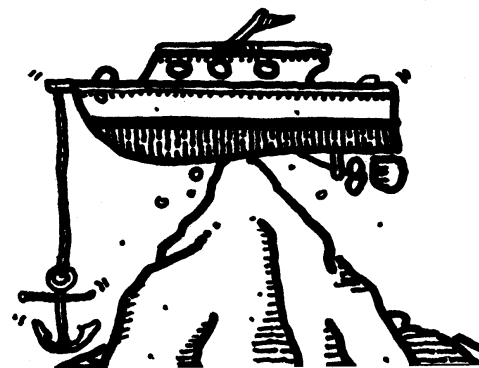
But back to our story. When I showed Bruce the old bent rusty thing, he said "That's a Drift Pin" and explained that they were used to hold boats together since the days of Columbus up until the turn of the last century. He carefully looked and said "It's iron, and it looks forged. If it is forged, that means it predates 1840." I



told him that the wreck is at the location where Featherstone Road once most likely ran right to the Potomac River. He said "I'd like to see this wreck, it could be one of the oldest ferrys on the river." So, Bruce will someday soon be visiting the Moores to look at the wreck to see what can be learned about its past.

Bruce has also said he will share more information with me on the shipwrecks and artifacts that have been recovered from the Potomac. When he does, they will find their way into the PRYCA Newsletter for posterity

The good news is that Bruce has been invited to be at the PRYCA Float-In to exhibit the many artifacts that he has found in his expeditions and explorations. It's a thing you don't want to miss—so send in those registrations to me pronto!





Where Am I?

by Leon Frank
(from the Silverton
Owners Club newsletter)

Our Government, anxious to serve all constituencies, found that boating couples spent an inordinate amount of time standing over a navigation chart arguing about where they were. Further Government studies showed that there were TWO leading causes of *divorce* among boating couples: Arguing over navigation AND pumping out the holding tank. Taking the *less* smelly job first Congress rushed out and invented Loran C. The "C" designation to help us in distinguishing it from "A".

This allowed boaters to storm into their local boating supply store and spend several hundred dollars to purchase Loran C equipment, which supposedly would help them to always know exactly where they were and assumedly reduce the high number of divorcing boating couples. However, seeing two 6-digit numbers on a miniature screen in bright light on the bridge did little to tell boaters where they were and arguments between boating couples increased rather than decreased. *The holding tank was still an issue.*

Congress, never a body to be caught in inaction or a state of not spending money, reverted once again to technology and invented GPS. Which was a great project since it involved spending billions on launching satellites and would provide even more location accuracy except.....some boob in the Pentagon decided that having thousands of boaters knowing exactly where they were was somehow a threat to national security. So they added Selective Availability to reduce its accuracy back to approximately the level of Loran C. This gave boaters a

chance to throw their Loran C systems overboard and storm back to the boating stores and spend hundreds of dollars more to purchase a piece of equipment called a *differential*. It also gave hundreds of idiots who write for boating magazines the opportunity to write articles comparing GPS and Loran C accuracy, knowing full well the GPS was intentionally made inaccurate by the Pentagon.

Congress persons have apparently never tried to steer a speeding motor-yacht according to a mindless progression of latitude and longitude numbers, while keeping an eye on the depth sounder and arguing with your spouse, who is calculating the number of times the head has been flushed since the last pump-out. Divorces continued to rise.

Congress, knowing they had done their best to make the world a safe place to live in, then created a comprehensive policy regarding boat holding tanks called "Don't ask. don't tell." They then went home for recess.

Filling the gap left by the bureaucrats, private industry stepped in and invented computer navigation systems. These simple computer programs took the latitude and longitude numbers generated by the GPS and Loran C and placed them on a chart on the computer screen. The computer very simply does what you do when you take a ruler and follow the latitude and longitude line down and out from the sides of the chart; it places the boat where the lines meet. The good thing is, it does this as the boat moves through the water, so you can always see exactly where you are ON the chart. And, in the latest versions, where you are going as well.

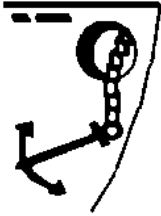
The computer charts typically look exactly like the charts you are used to, and the computer gives you the option of zooming in or out, depending on how much detail and how much area

you want to see. Typically when going slow in a channel, you zoom in, and when cruising in open water, you zoom out.

There are several different computer navigation systems on the market, none of which promises to reduce your likelihood of divorce. They run around \$500 for the software. (Obviously you have to already have a laptop computer.) And then you need to purchase the charts for the area you will be boating in. Just like the paper charts. And these typically rum about \$200 per area.

One of the nicest features of the computer navigation systems is the ability to plot your routes whenever you want and wherever you and your computer happen to be. You don't need to be sitting on your boat to plot routes and enter waypoints; you can do it sitting at your desk in the middle of the week. To plot a route simply run your mouse over the course you want to take; the computer will calculate the latitude and longitude of each waypoint along with range and bearing between them. The computer, of course, has no limitations on the number of routes or waypoints it can store.

When using the computer for navigation, simply follow the route you have laid out. Most programs give you a trend line as well as the current location of the boat. This is a line extending out from the boat icon that tells you where the boat will be in 5 minutes with your current speed and course. Once the boat is on the route line and the trend line is on the route line, you are sure to reach exactly the point you've set as a waypoint. It is a real thrill to travel some 15 miles down the Bay using Green-3 as your next waypoint and then hit it exactly when you arrive. No more driving around with binoculars trying to read the markers from a mile out.



There are several competing software packages available. Some of the features that are important in choosing a software package: Ease of plotting a route, ease of following a route, automatic chart selection and chart changing, whether it will drive an autopilot, whether you can delete selected details from the chart.

Each software package typically comes with a serial port connector and wire along with instructions to connect your computer with your GPS or Loran C. They all seem to work pretty well out of the box if you follow directions correctly. They all have their own idiosyncrasies and ideally you can get a trial period anywhere from 30 days to six months to see if you like the particular version you have chosen.

If you're still wandering around fighting with each other over where you really are, get a computer navigation system. It will make your life a whole lot easier. And for heaven's sake, pump out your holding tank. [At an approved pump-out station, of course!]

Exclusive advance report on the Labor Day Weekend

by Steve Wexler ... and *you*

Our faithful editor recently e-mailed all officers and event coordinators regarding the deadline for submission of Daymarker articles. I was on the list even though I really don't have anything to write about. But prodded into regurgitating some stale diatribe about some meaningless event I thought that I would provide Tommy C. with some idiotic filler—just in case he needed to complete one or more pages:

Weekend a Monumental (circle one) Success, Disaster, Yawn

The _____ Yacht Club _____ Weekend 199__ Cruise to _____ was a _____ event. The weather cooperated on the down-river leg of the excursion but it seems that a weekend at _____ must always be accompanied by a little of the wet stuff. But the spirits of ___YCers are never dampened. There were ____ boats in attendance and everyone safely arrived on Friday, although _____ experienced some _____ problems as they approached the docks. (By the way, if you have seen the Sandra Bullock in "Speed 2," how about that docking job where a 900-foot ocean liner wipes out the entire port of St. Martens. Sort of reminded me of Rick Sorrenti and Walt Cheatham.)

The Friday night cocktail party was memorable, particularly when _____ took a long walk off a short pier [again?]. A glorious sunrise greeted us on Saturday morning. The athletic types embarked on a two mile

hike to _____, while the more sedentary (as in "the majority") types dove into their bloody marys and mimosas. The clouds rolled in on Saturday afternoon but it didn't stop _____ from taking _____ and _____ on a quick fishing trip. Everyone congregated at the _____ restaurant where _____ was thanked for coordinating the event and Commodore _____ announced the upcoming schedule of events. Next cruise coordinator _____ gave a quick update of the scheduled stops and then small groups broke out with hand-held GPS's trying to figure out the mechanics and particulars of waypoints (Sounds real exciting, huh?).

The evening's events were topped of by Body Shooters aboard _____ with First Mate _____ providing the best shot of the night. Sunday morning brought _____ mile an hour winds for the next leg of the trip, but everyone agreed it was nothing like the time at _____ in 199__.

Well that's my story and I'm sticking to it. Then again it appears that it's the same story. Well, Tom, it's better than when I used to take last year's article off the word processor, changed the dates, and turned it in as a current article. But then again maybe it's no different!

See you on the River!



Emergency Coordination Resources

U.S. Coast Guard, Baltimore (SAR)	800-418-7314x 2520
Virginia Marine Police	703-659-4161
Virginia State Police	800-572-4510
Arlington Co. Fire Dept. Tech Rescue Team	703-358-4640
Cabin John Park VFD	301-217-4644
DC Fire Boats	202-673-3200
DC Harbor Patrol	202-727-4582
Washington Metro Airport Authority	703-417-8205
Fairfax Marine Patrol	703-280-0500
Fairfax Co. Police	703-280-0601
Fairfax Co. Fire & Rescue	703-339-5970
Maryland State Police Aviation Division	410-391-0700
Maryland State Police, Underwater Recovery	310-729-2101
Maryland Natural Resources Police	800-628-9944
Montgomery Co. Fire Rescue/River Rescue	301-365-2255
Montgomery Co. Underwater Rescue Team	301-654-0654
National Park Service, Georgetown	301-413-0720
National Park Service GW Parkway	703-285-2964
Prince Georges Co. Police, Special Ops	301-731-4422
Prince Georges Co. Fire Dept	301-888-1803
Fort Belvoir Security	703-806-3104
Quantico Fire Division	703-640-2636
U.S. Park Police Aviation Section	202-690-0768 / 38
U.S. Park Police, DC	202-690-5000
U.S. Army Corps of Engineers Debris Removal	202-546-2132
Upper Montgomery Co. VFD	301-972-8888
Prince William Fire & Rescue	703-792-6808
Prince William County Police	703-355-7212
Charles Co. VFD	301-753-8215

Bev Robey

On May 15, Beverly Robey lost her battle with cancer which had been ongoing for several years. Bev was probably as well known by members of the PRYCA as any of its officers for the past several years. Bev was also active with the CBYBA, also making friends at every meeting she attended up and down the Chesapeake Bay. If there was music playing, she was dancing. If there was a raffle under way, she was selling you a ticket. Her enthusiasm for life was contagious. Her love for boating was her way of life. We will all miss her.

Bev is survived by Charlie Wilkerson, Commodore of Landmark Yacht Club, three sons, three daughters, 20 grandchildren and one great grandchild.

Our Farewell To John Greenhalgh

Roger Lavoie

Past Commodore, National Potomac Yacht Club

On Memorial Day, Monday May 25, John Greenhalgh's ashes were brought to Columbia Island Marina by his four children. Nancie, Caroline, John, and Sharon boarded John's boat *Movin' On II* captained by PC Gene Bussard and proceeded down the Potomac River. Awaiting was a fleet of boats from the National Potomac Yacht Club and others. Dignitaries aboard included National Potomac Yacht Club Commodore Dave Ralston, Potomac River Yacht Club Association Commodore Steve Donock, District Yacht Club Commodore Marv Storey and Columbia Island Marina Manager Kathie DeGroot. *Movin' On II* and the fleet proceeded down river past

Alexandria and the Wilson Bridge to "The Cove."

At the place where John's children recalled many happy childhood memories of water skiing with dad, John's ashes were spread on the water followed by rose petals from each of the boats. Afterwards, John's children graciously thanked his friends for a very touching and meaningful ceremony.

NPYC members and friends are requested to send extra pictures including John to his daughter: Nancie G. Jackson, 1800 Gilson St, Falls Church, VA 22043.

Sadness and Tears, Memories of Better Times

Debby Zimmerman

Georgie Dalferes passed over the bar on Holy Thursday of this year. She left behind her husband George, daughter Gail, son Greg, sisters Delores and Billie, and an large circle of friends up and down the river, across the Bay and throughout the United States.

Her lifelong love of boating was evident as she had devoted a large part of her energies and talents to Tantallon Yacht Club, both as a Club member for over 23 years, and as a Board Member for thirteen of those years. At Tantallon Yacht Club, Georgie was involved in everything...entertainment, membership, administration and secretary, facility projects, and most importantly, money. In fact, the club's strong financial situation is, to a significant degree, due to Georgie's careful stewardship of those funds. She mentored many new members and was always there to lend a hand. In recognition of Georgie's service and countless contributions to the Tantallon Yacht Club, the Board of Governors bestowed on her the honor of Distinguished Life member at its

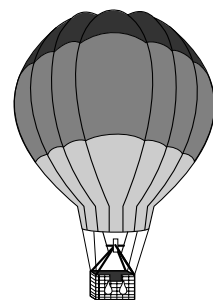
monthly meeting on March 25, 1998.

Most important, however, Georgie was a friend and someone you could always talk to and depend on, no matter the issue or the need. She was always there to listen and counsel, and while she didn't hesitate to give you her own opinion on a controversial matter, she was also always willing to listen to yours. She helped you look at things from all angles and provided another perspective to the equation. You could find her sitting on the aft deck of her boat as we partied during raft-ups and cruises, or on her favorite barstool at the club, well into the wee hours, helping and encouraging us on.

We loved her, and will miss her dearly. As you cruise the Potomac River and in the Chesapeake Bay, think of her and once in awhile, and toss in a drink for her too. Just don't forget the olives. They were her favorite part of Cocktail Hour.

Steve Warner currently has a song out called "Holes in the Floor of Heaven" and every time I hear it, I think of Georgie and know that she is looking down and watching over us. She is alive in our hearts and minds and will always be a part of us.

Della Fleury wrote the following poem in memory of Georgie shortly after she passed on and it was published in the Tantallon Newsletter in May. I'd like to share it with those who have not read it. It truly comes from the heart and I know I feel the same way.



People say that life goes on
and while we know this is true,
it seems that there will always be something missing
—Us going on without you

We've had some good times and hard times,
a lot to deal with these last few months and years,
so many rivers to go down, so much fun and laughter,
so much pain and so many tears.

We will miss you, we will need you, we will exist without you.
But something within our hearts won't be alive.
It's hard to look at your pictures,
because all we can do is wonder why.

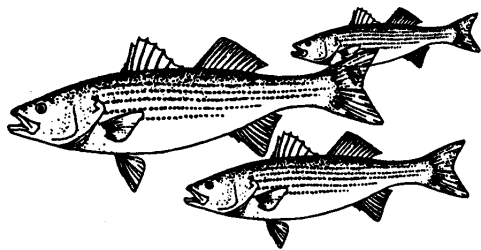
We know the years will pass,
but the pain will remain the same.
Some thought of you will cross our minds
and we will remember this hole in our hearts.

The hole that you have left there
that there's no way to fix or mend.
You won't be here to walk beside us
to be a Mother, Wife or my Best Friend.

We will try to deal with all the problems,
with the heartache and the pain.
We will try to understand that you are happy now,
while our teardrops fall down like the rain.

We know that your spirit is free to roam now.
We can almost see you smile.
But remember that we will always miss you,
and have loved you all the while.





**Notes from the
Boat/U.S. Website**

(www.boatus.com)

Stolen From the Occoquan
Yacht Club Daymarker

**"Serenity" is 1998's most
popular boat name**

For the fourth time in seven years, "Serenity" is the most popular name for a boat, according to the annual survey conducted by BOAT/U.S. "Serenity" also topped the BOAT/U.S. list in 1992, 1993 and 1996.

The BOAT/U.S. Boat Graphics Department, which produces boat lettering for the Association's 500,000 members, keeps a record of the most-requested names each year.

The ten most popular boat names for 1998 are:

1. Serenity
2. Osprey
3. Obsession
4. Wind Dancer
5. Therapy
6. Destiny
7. Fantasea
8. Escape
9. Odyssey
10. Tide Runner

Interestingly (or not) no OYC boat name appears in the top ten. Would've thought *Abominable Snowman* or *Mutants on the Bounty* might have scored. Maybe next year.



**Hurricane season is here:
prepare your boat now**

It's hurricane season and boat owners should prepare a plan of action now to protect their boats from storm damage, advises BOAT/U.S.

Last year's almost non-existent hurricane season likely won't be repeated in 1998, according to Dr. William Gray, the well regarded hurricane prognosticator at the University of Colorado. Gray is predicting the 1998 hurricane season will see 10 named storms (average is 9.3), six hurricanes (average is 5.8), two of which will be classified as intense hurricanes (average is 2.3). An intense hurricane is Category Three (winds of 111 mph) or greater.

Boats are vulnerable to hurricane forces—wind and high water—even dozens of miles from the eye of a storm. But the probability of damage can be reduced considerably with preparation. Here's what boat owners should do now:

Shop for the supplies you'll need to secure your boat—extra lines, chafe protection, fenders, anchors, duct tape and port plugs. As a hurricane approaches, these essential items are

usually in short supply.

Decide where you will keep your boat. Storage ashore is generally the best protection, but if you won't be able to take your boat out of the water, find a snug harbor.

If a hurricane is headed your way, here's what to do:

Use duct tape and plugs to seal hatches, ports, windows, doors and vents. At a dock, make the lines as long as possible and add extra chafe protection. Set anchors and install extra fenders to keep the boat away from pilings.

Take electronics, other valuable equipment and documents off the boat. Strip canvas and sails to reduce wind resistance.

Finally, go home! No one should stay aboard a boat during a hurricane. For a free copy of a BOAT/U.S. guide to preparing boats for a hurricane, call 1-800-274-4877.





MSD's required in Maryland waters as of July 1

A new law goes into effect July 1 which takes the clean up of the Chesapeake Bay and its tributaries on to the water itself. Any vessel in Maryland waters which has an installed toilet will have to be equipped with a marine sanitation device (MSD) certified to meet US Coast Guard standards.

The law copies federal marine sanitation device requirements that have been in effect since 1980 and have been enforceable by the Coast Guard. Violators are subject to a fine of up to \$2,000.

The law also requires that any outlet on a boat that allows dumping sewage overboard be blocked so that raw sewage can't be dumped while operating in Maryland waters. Acceptable methods of securing the sewage valve include use of a padlock, a non-reusable wire tie, or by removing the valve handle.

Erroneous report on life jackets causes a stir

A May 29 story by the Associated Press implied that new Coast Guard regulations were imminent that would require boaters to wear life jackets. This story has created a great deal of confusion among boaters. There is currently no proposed regulation or proposed legislation to require the wearing of life jackets. The Office of Boating Safety at Coast Guard Headquarters did publish a "Request for Comments" in the Federal Register late last year. The comment period was extended into 1998 to allow more boaters to comment on a variety of questions on life jackets, as well as boater education. The only "news" of

late is that the comment period ended May 29. Coast Guard officials told BOAT/U.S. that it will take months for all the comments to be summarized and the issue is not likely to come up again before October when the Coast Guard's National Boating Safety Advisory Council next meets.

From the Internet: Anchorage Etiquette

Proper nautical etiquette gives the first boat to arrive at an anchorage the right of swinging room over those that follow. Not only is this the polite thing to do, it is also the law: U.S. Admiralty Court decision 124-5861, of 1956. Before coming to anchor, select a spot that allows those already on the hook room to swing freely. Those who come afterward must anchor clear of other boats and are the ones required to re-anchor should their anchors shift.



Upcoming Events

Sep 14 PRYCA-Board and Delegates Meeting at Mt. Vernon
Sep 18-20 End of Summer Party @ Tantalion YC
Oct 5 PRYCA Board Meeting @ Eastern Power BC



Potomac River Yacht Clubs Association



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

Address Correction Requested