

Potomac River Yacht Clubs Association



Volume 11

Issue 2

July 1999

14th Annual PRYCA Float-In July 16-18, 1999

Officers 1999

Commodore

Mark Viehoever
(Tantallon)

Vice Commodore

Monica Lovell
(Occoquan)

Rear Commodore

Phil Bolin
(Aquia Harbour)

Secretary

Andrea Storey
(District)

Treasurer

Steve Wexler
(Occoquan)

Fleet Captain

Curt Johnson
(Aquia Harbour)

Immediate Past Commodore

Steve Donock
(Mount Vernon)

Members-At-Large

Tim Abel
(Prince William)

Bonnie Breneman
(Mount Vernon)

Skip Eslinger
(Capital)

Wayne Kuster
(Swan Point)



Scene from the first PRYCA dinghy race



From the Commodore

Mark Viehoever
17 July 99

Dear Members of the Clubs of the PRYCA:

To those of you reading this July PRYCA Newsletter on your boats at the 14th Annual PRYCA Float-In, WELCOME!

To those of you reading from your homes, as the July 1999 Newsletter is mailed to those not attending the Float-In, I wish you could have been at the Float-In.

Rear Commodore Phil Bolin and his Committee have worked hard to ensure you have a great time!

The Fort Washington Marina channel has been dredged to 5'6" MLW—there is plenty of water for all of our boats. Tim Newell, the Fort Washington Marina Manager, has gone to great effort to make sure we have superb facilities for the weekend. I think his efforts will be visible. Tell him what you think. He will be around during the weekend.

The PRYCA Bridge and the Float-In Committee have planned food, prizes, activities, and time to meet fellow Potomac River boaters. We'll have:

- A large tent
- Swimming pool availability
- Friday night Pot Luck Dinner and "Water Walking Contest"
- New Saturday activities that will help determine the winner of the PRYCA Cup
- Displays on water safety
- A catered Saturday night dinner followed by dancing to a DJ until midnight
- Door Prizes
- Sunday morning Prayer Meeting followed by a tremendous brunch

For those at the Float-In, your registration packet includes the schedule of events. The packet explains the events and rules for the PRYCA CUP competition. Friday night we will have a "Walk on Water Contest" that can earn your Club \$50 cash. For the Cup, there are new and revised events as well as the traditional and well-received Scavenger Hunt. The boat you build will be raced and count in the competition. The bosun event will test your skill at saving a man (or woman) overboard. The rubber dinghy race has changed; it is no longer a strong man skill event.

I want to thank the committee that put on the Float-In this year.

Phil Bolin - Chairperson (Aquia Harbour YC/PRYCA)
Bob McDonnell (Landmark YC)
Gaynel McCary (Landmark YC)
Gene Bussard (National Potomac YC)
Bob Strunce (Prince William YC)
Curt Johnson (Aquia Harbour YC/PRYCA)
Dave Goodman (Aquia Harbour YC)
Sandy Doucette (Aquia Harbour YC)
Juliete Whelan (Prince William YC)
Walt Cheatham (Occoquan YC)

There are too many other dedicated volunteers that have helped to make this event so special, I couldn't name them all here.

For those at the Float-In, please review the packet passed out. It informs you of the many organizations that have supported the Float-In this year.

From the Editor

Ned W. Rhodes

The July Float-In issue is always the biggest one of the year. For some reason, I set the deadline correctly this year so that I had a lot of time to collect and edit articles for this issue. I think you will find something for everyone in this issue.

The PRYCA Web site continues to be the source of up-to-date information about events. The Float-In registration information was available for download as well as information on Cobb Island Days. Just find the calendar page and look for link text for the event.

A few clubs have responded with introductory paragraphs and you will see them featured on the site with the appropriate link to the club web site. Check out the PRYCA Web site at <http://members.aol.com/prycanews> and email me at rhodesn@softsysgrp.com with additions or corrections. Note that this newsletter as well as the last few are up on the web site in Adobe PDF format for downloading. Tell your membership where they are.

From the Vice Commodore

Monica Lovell

Communications is the "buzz" word. It is essential to all organizations. If we are going to remain a strong, active, and successful organization, we must communicate. The Board of PRYCA would like to hear from you, the members, with any ideas, comments, and suggestions you have that you feel would benefit our fine organization. Ideas ranging from new events you would like to see integrated into the schedule, location suggestions for events, new features and improvements for existing events, etc.

For it is only with your communicating with us, your Board, that we can remain successful and continue each year to have a fun and exciting calendar built on the purpose of PRYCA namely, "...to encourage and promote yachting, boating safety, and the advancement of yachting clubs within the Potomac River Basin; to represent its member-clubs and their individual members in all matters affecting their interests and the interests of recreational boaters in general."

With PRYCA membership growing every year we (the Board) really look forward to receiving our members input and assistance throughout the year.

With communication being the focus of this article, I would like to inform you early of an upcoming event in order that you can mark your calendars now. The PRYCA Change of Watch Dinner/Dance will be held on 22 January, 2000, location to be announced. We are looking forward to a great evening with wonderful culinary delights to tease your palates, the introduction of the 2000 PRYCA Board, and wonderful music (musical guest also to be announced later).

Remember, if you have any questions, comments, and/or ideas, please do not hesitate to contact one of your Board members. After all, we are here for you.

**From the Rear Commodore**

Phil W. Bolin

Pwbolin@earthlink.net

540-659-4358

The 17th of July starts the Float-In. Birthdays on this day include: Erle Stanley Garner, who created Perry Mason; Phyllis Diller, comedienne; and Donald Sutherland, actor in the "Dirty Dozen." There is a little mystery, comedy, and brazen action in the Float-In so it is appropriate to start the festivities on this date. Hope you are here to enjoy.

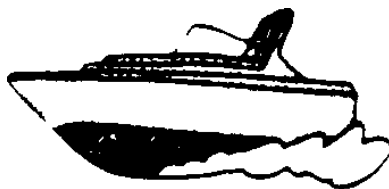
Cobb Island Days. If you missed this event, you missed one of the highlights of the summer of 1999. Thanks to Don Thayer, Barbara Finch and the efforts of many of the Cobb Island YC this was the smash event of the year. An absolute fantastic Friday night party and a great schedule of events on Saturday was topped off by a fitting Sunday brunch and a nice ride home. We met and enjoyed boaters from the Potomac. It was fantastic. Don and Barbara...thanks so much.

Do you know about the remaining Delegate meetings?

Σ 1:00 PM, 11 Sept at Swan Point, and

Σ 7:30 PM, 1 November at Capital Yacht Club that includes elections.

Two delegate meetings are left this year. Want to participate on the Bridge of the PRYCA? Tell a Bridge member at the Float-In. It is the time to get your name put forward. The Swan Point event can include golf and a great boat trip to the place as it is a Saturday. And most important, election night in November. It is never too early to talk about who may want to serve on the PRYCA Bridge and Committees.



Events.

There are several events coming up, sponsored by the PRYCA.

© 17 to 19 Sept at Tantallon is the PRYCA Fall Event. Everyone who has gone claims it is the best way to start getting ready for winter...and of course that is doing summer things and ignoring what is likely to come later in the fall. Plan on it.

© For those hardy folks, don't miss the 4 Dec 99 Parade of Boats and Lights in the Washington Channel.

This year we have heard and discussed several issues concerning events. Do we really get what we want out of Safety Day? It appears each club is working hard to push safety events for their club; events that suit their own interests. Do you want a PRYCA sponsored safety event? Think about it and let a PRYCA Bridge member know.

The Blessing of the Fleet has a great outside dinner at Columbia Island. Should it be more formal? Should it be near the Blessing area (Washington Channel)?

The Float-In, happening 17 and 18 July 99 is a great time to grab a PRYCA Bridge member and let him or her know your thoughts. We are here to serve you the member clubs of the PRYCA. The Bridge members are:

Mark Viehover - Commodore
Monica Lovell - Vice Commodore
Phil Bolin - Rear Commodore
Curt Johnson - Fleet Captain
Andrea Storey - Secretary
Steve Wexler - Treasurer
Steve Donick - IPC
Bonnie Breneman - MAL
Tim Abel - MAL
Wayne Kuster - MAL
Skip Eslinger - MAL

Ship's Store

FC Curt Johnson, AHYC

The PRYCA Ship's Store is loaded with quality shirts, ball caps, visors and PRYCA burgees. Shirts are available in red, white or blue and sizes range from medium to extra large. These reasonably priced items will be for sale during the Float-In. Look for the display in the area of the registration desk.

From the Southern Region MAL

Wayne Kuster
wjkuster@aol.com

From all of our Members and Officers who attended Cobb Island Days June 18-20, we would like to thank the Cobb Island Yacht Club and their Commodore Don Thayer for hosting a well orchestrated PRYCA event. A great time was had by all.

On arrival at Cobb Island Marina, you were promptly directed to your slip with plenty of help and given a Captain's package with a nice booklet containing information on times of events and tickets for meals.

For those of us who were lucky enough to arrive Friday Night, there was a Pot Luck Dinner hosted graciously by Barbara Finch at her estate on the Wycomico River. Myself and our Officers who attended would like to THANK her personally for such a nice evening. The food was great, open bar, entertainment, and even transportation was provided to and from the Island.

On Saturday, there were plenty of activities. The ladies were up bright and early buying arts and crafts. There were crab races, corn shucking contest for the children, etc. The evening included a free Cocktail at Cobb Island Marina Courtesy of CIYC which was

followed by a nice Pig Roast with all the fixings at Fish Tales Bar and Grille. We all partied into the night.

On Sunday, we woke up surprisingly to a little rain and fog, but everyone seemed to be in good spirits and took advantage of several of the restaurants that had breakfast buffets for us. I hope everyone returned safely to their home ports. There were over 60 boats from the PRYCA for this event.

I would also like to recognize the Cobb Island Marina for a major effort on their part to accommodate us. They spent extra time on electric, the restrooms were clean. They had a nice bar/restaurant, and fuel is available.

I would personally like to thank Mark Viehover, our Commodore, and all Officers and Members who attended and made this event such a great success.

Hope to see all of you again and more at the Float-In in July at Ft. Washington.

From a MAL

Bonnie Breneman

From Ocean Navigator No. 98.

Ten years ago the oil tanker, Exxon Valdez, was torn open on Bligh Reef in Prince William Sound, Alaska, dumping millions of gallons of sweet crude into the water. This event was pivotal in changing environmental laws, and gave impetus to the Oil Pollution Act of 1990 (OPA '90). Spillage of oil continues in various ways, however, at a rate that makes the Valdez incident seem almost a trifle.

The National Research Council estimated that the following sources spill far more oil on an annual basis than Exxon Valdez did in 1989. Figures given should be multiplied times 11 million gallons, the amount spilled by Valdez.

Global Positioning System and Y2K

Past Commodore Bud Clark

Offshore drilling	1.5
Oil spills in tanker accidents	3.5
Hydrocarbon emissions from motor vehicles and industry	8.5
Ship operations	12.5
Used engine oil from road runoff and oil changes	33.0

Let's all work together to help keep our waters pollution free.

Remember the Members!

IPC Steve Donock

Huh? Remember the members? What's he talking about? Now that I have your attention I thought I'd pass on some information which might help you in planning that summer boat trip you've been trying to put together for some time. Something that comes up from time to time is hearing folks mention the nice time they had while staying at another Yacht Club during a boat trip. One of the nice things about this organization is that we have a lot of Yacht Clubs to choose from while traveling. What a lot of folks don't know is that many of them offer reciprocity of some sort or another. Many PRYCA member Clubs have management authority over their marinas and can likely accommodate you for a night or two, or maybe longer if your destination happens to be in their area, at either a discount, flat fee or in some cases, no charge!

So, before you take off on a trip this summer dust off your PRYCA materials and check with the Yacht Club(s) along your way. Not only may you save a couple bucks, you'll likely make new friends.

By now, everyone has heard something about the potential impact of the Y2K Bug on marine electronics and, in particular, the possibility that it may cause GPS navigation systems to give erroneous data. A recent article in newsletter of the Marine Trader Owners Association newsletter (MTOA News) by Kevin Fay of Hartfield Marine Electronics contains an excellent review of the problem. The article is not duplicated here, but some key elements are worth repeating.

There are three times when Y2K-type errors may appear in GPS systems:

- First, when 1 January 2000 arrives, the processor may think that "00" represents 1900 instead of 2000. Manufacturers indicate that the possibility of this problem is very small, but some units may display incorrect dates or times.
- Second, GPS week 1024 roll-over week, which will occur on 22 August 1999, 1,024 weeks after the beginning of GPS transmissions (6 January 1980). Most GPS units will not experience this problem, but units built before 1994 may lock-up or have to be reinitialized.
- Third, date and time errors may arise on 29 February 2000, since the first year of the new millennium is a leap year. A few (two) manufacturers have noted that they are aware of date and time errors on this date.

If you want to inquire about a particular unit, here are some contacts:

<u>Manufacturer</u>	<u>Telephone</u>	<u>email</u>
Furuno	360-834-9300	www.furuno.com
Garmin	800-800-1020	www.garmin.com
Lowrance	918-437-6881	
Magellan	909-394-5000	www.magellan.com
Micrologic	818-998-1216	
Northstar	978-897-6600	www.northstarcme.com
Raytheon	603-647-7350	www.raymarine.com
Simrad	425-778-8821	www.simrad.com
SiTex	813-576-5734	www.si-tex.com
Trimble	408-481-8000	www.trimble.com





The Aquia Harbour Yacht Club

PC David Goodman

Memorial Day...

We always cruise to Coles Point Plantation on Memorial Day. This is a decade old tradition that continued this year. Thirty AHYC vessels (1 land yacht) and crews spent an enjoyable long weekend at that plantation marina on the Southern Potomac River. The holiday was filled with camaraderie with wonderful friends, superb food prepared by our members and the Pilot's Wharf Restaurant, and exciting competitive events such as horseshoes, bocci ball, and volley ball. However, we normally find marginal weather during this late spring cruise. This holiday weekend the weather could not have been better. Azure blue skies coupled with warm wonderful days, cool nights for sleeping, and a river that resembled a mirror emphasized our Memorial Day weekend. Regardless of the excitement and fun, I know that all members reflected on the true meaning and focus of this holiday.

Other happenings...

Several vessels, the *Apolonia*, the *C'est Tu*, and *My Girl II* participated in the PRYCA Blessing of the Fleet over the 15-16 May weekend. That event was initiated with a lovely dinner and dance at the National Potomac Yacht Club on Saturday evening. After the boat parade and blessing of the fleet, we gathered at the Capital Yacht Club for a finale cook out and awards ceremony. During presentation of awards, it was announced that the *My Girl II* won the Best Power decorated boat award for boats under 30 ft.

Continuing our efforts to promote safe boating, our June meeting was

convened outdoors at the Yacht Club and Marina. After a delicious early summer supper of grilled hot dogs, potato salad, and all of the trimmings our member, Wayne Braxton presented a hands-on program which demonstrated the proper use of on-board fire extinguishers and signal flares. All members had the opportunity for hands-on training with these safety devices. Wayne is an experienced former naval firefighter and Safety Officer who has contributed immensely to the boating skill and knowledge of AHYC members.

Please visit our interesting and informative website and join us at our monthly meetings held each 1st Tuesday of the month at the Country Club at 2000 hours.

The Aquia Harbour Yacht Club—Dedicated to Boating Safety, Education, the Environment and Fun.

<http://home1.gte.net/cathlab/ahyc.htm>

Looking For A Few Good Folks

Steve Donock, Chairman
2000 Nominating Committee

As we look toward next year, we are seeing encouraging growth and participation in PRYCA. This is great! As many of you know, this time of year we begin looking at the Bridge for the following year. I thought I'd introduce the members of the Nominating Committee and explain just a bit about how we'll be working over the next several weeks.

The members are:

- IPC Steve Donock 703-517-2379
(sdonock@erols.com)
- PC David Goodman 540-659-3275
(davidg8790@aol.com)
- PC Penny Orth 202-554-8163
(pennypinch@aol.com)
- PC Ned Rhodes 703-741-0861
(rhodesn@softsysgrp.com)

Per PRYCA By-Laws, the Nominating Committee is charged with identifying a candidate for each Board position for the following year. The elections are held at the November Delegates meeting and the slate has to be published for the membership a month before that.

We look for those people who want to serve PRYCA and are willing to devote the time and energy to get things done. We encourage anyone who's interested joining the team to contact any of us listed above. Or, if you would like to suggest a name or two to the Nominating Committee, we welcome those as well. Maybe you know of an energetic member of your Club who is looking for additional work or maybe that Past Commodore is not really past his/her prime just yet.

We also know that many folks want to help out on committees and events but don't have the time to devote to the Board. We're looking for you too. If you want to help out, we will find a way to use your talents.

We typically begin working in earnest at the Float-In so please, if you're interested or have a nomination, stop one of us and let's talk!





PRYCA Board Minutes

June 7, 1999 – Pr. William YC

Present	Absent	Others Present
VC Monica Lovell		
RC Phil Bolin		
Sec Andrea Storey		
Treas. Steve Wexler		
FC Curt Johnson	Comm Mark Viehoever	PC Bud Clark
MAL Tim Abel		
MAL Wayne Kuster		
MAL Bonnie Breneman	MAL Skip Eslinger	PC Ned Rhodes
IPC. Steve Donock		

The meeting was called to order by VC Monica Lovell at 7:00 PM.

Old Business—The May minutes were approved as amended.

Bridge Reports

- ◆ VC Lovell - Change of Watch 2000 – Several sites besides Holiday Inn have been contacted but all were too costly or required guarantees not to our advantage. Suggestions were given for other sites. DJ Vs Band was discussed then **moved, seconded and passed unanimously to contract the DJ we have had at the most recent Float Ins.** This constitutes a reallocation of funds to upgrade or provide other amenities; e.g., table wine, better table center pieces.
- ◆ RC Bolin - Reported that the Blessing of the Fleet was well attended and well coordinated. He asked that member clubs that have their own facilities let other member clubs know if they have reciprocity and what their conditions are. Steve Donock will write something for the newsletter.
- ◆ MAL Kuster – Cobb Island YC will fax directions and dock diagram to attendees of Cobb Island Days by 6/10. Forty boats are scheduled down on Fri. and a total of 60 by Sat. Dinner is expected to be sold out in advance.
- ◆ Secy. Storey – The Club Roster and Bridge phone list was circulated for accuracy and corrections. They will be mailed to the member clubs next week. Boat rosters will be completed with responses received to date. They will be duplicated and ready for inclusion in the Comm and Del packets at the float in. More will be provided for other attendees as supplies permit. The PRYCA Bridge and PCs will also receive copies.
- ◆ Treasurer Wexler – Mailed a letter to Marinette YC Comm, Del and Treasurer regarding their expulsion from PRYCA if we receive no response from them by 6/30/99. He also raised the issue of support by and for PRYCA events. We discussed cause and effect of sporadic attendance by Bridge members. We agreed that our inter/intracommunications should and will be improved.
- ◆ Newsletter Editor and PC Ned Rhodes – Verified what the Bridge wanted covered in the July issue that will be included in participant packages; i.e., future events, list of nominees for 2000 Bridge and reports from each of the Bridge officers.
- ◆ IPC Donock – Will follow up with potential new member club, Fairfax YC. White Point, Potomac River and Old Dominion – status quo (no response).
- ◆ FC Johnson – Reported back on the cost of polo shirts with pockets can be sold at \$30 at the Float-In and make a small profit.

Future Events

- ◆ Cruise for Kids – Captains are still being sought for event .
- ◆ Float-In - RC Bolin
 - Still no contact person for Quantico or Marinette
 - Deposits, if required, have been paid for tent rental, 8 Fans, caterer and DJ.
 - Assistance in contacting sponsors was requested and received
 - Assembly of packets will be done at AHYC on Tuesday before the Float-In

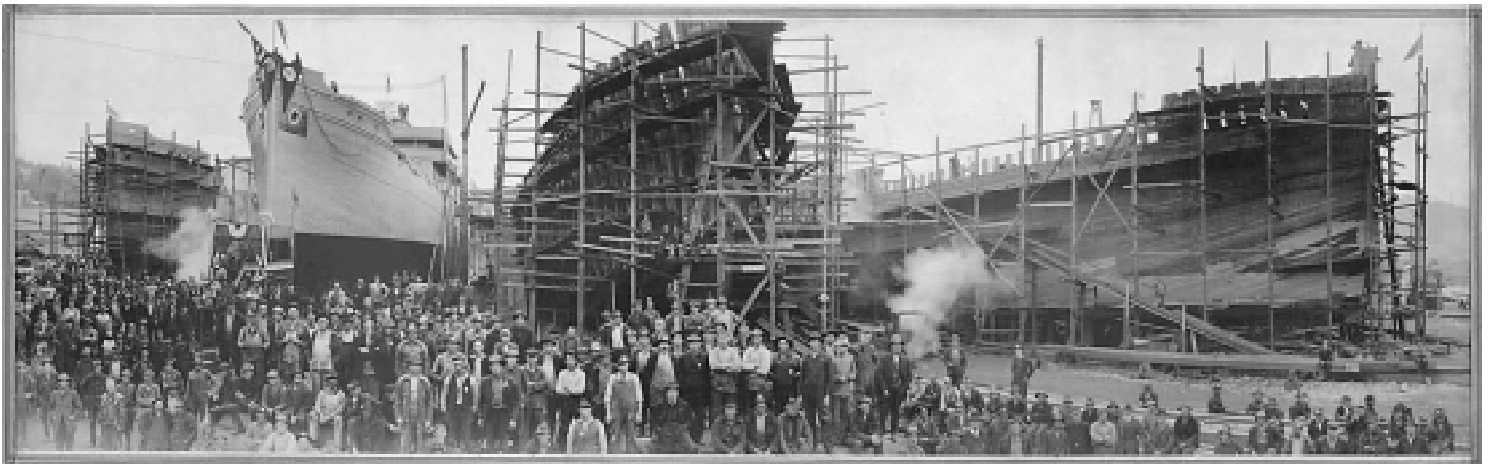
- ◆ Update on the Ownership of Tantallon Marina – PC Clark
 - The End of Summer party is on schedule.
 - Ownership update: Comm Tom Andrews has signed a contract for purchase. Electrical repairs will be sub-contracted; PG County has approved the drawings.
- ◆ Nominating Committee (Steve Donock, Penny Orth, Dave Goodman and Ned Rhodes)—After canvassing the incumbents will publish a notice of interest in the July Newsletter.
- ◆ Notification of a vote to change the Constitution and bylaws (to increase the number of MALs from 4 to 5) must be sent to the Delegates by 7/9/99.
- ◆ **It was moved, seconded and passed (with 1 dissenting vote)** that the handbook be amended to appoint an assistant by the Secy., subject to the approval of the board. The IPC will write the amendment for the 5th MAL for inclusion in the Sept. notice to the delegates.

The meeting was adjourned at 9:10 PM.

Respectfully Submitted,

/S/

Andrea Storey,
Secretary



Group Shot From the First Float-In at Aquia Harbour

One Knot = \$160

Ned Rhodes

June 1999, OYC Daymarker

This club has meant a lot to Arleen and me. It has meant buying an ice maker when we didn't need one. It has meant that we can never go back to the St. Mary's River without the phrase "Houston, we have a problem." It has meant that stopping for lunch and having "chicken salad" has new meaning. And it has meant that our respectable 18 knot cruise is because I am a cheap bastard. Well, you are only half right there.

Ever since we bought we have had a problem with uneven fuel consumption from both tanks. Yes, I know the generator is on one of those tanks, but this is a difference of 30-40 gallons over the course of a tank and way too much to be due to the generator alone. And I have always had a difference in the wide open throttle (WOT) readings on each engine. We've checked the carburetors, we tuned the engines, we timed the engines and we changed the sheets. Nothing we did had any effect.

Over the winter, I had OHM pull the props and I took them over to Black Dog Props on Kent Island. While I watched, they measured the pitch of the blades of each prop and then printed out a graph of each prop. (I had wanted to include the before and after graphics, but the Daymarker editor said that since he did not understand them, no one else in the club would.) Suffice it to say that these graphs are VERY interesting and far more fascinating than any Loran Cruise of 1988 article.

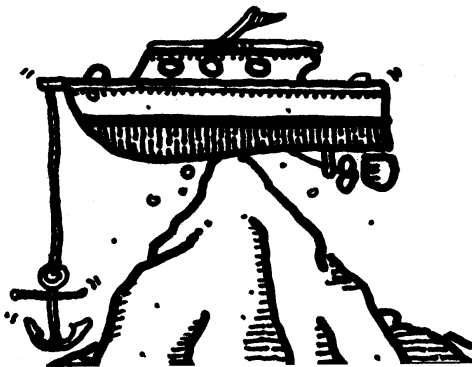
What the graphs showed was that I did not have 20 inch diameter props, but that they were really 19.5 inches. And they showed that the pitch was not 20 inches, but 18 and 19 inches. And guess which engine was spinning

the 19 inch pitch. Hint: the one using the most gas.

The next step was to figure out how to fix everything. What I had discovered during a throttle-to-the-firewall run at the end of last season was that one engine would hit 4600 RPM and the other would only go as far as 4400 RPM. All of this produced a top speed of 26.5 knots. The suggested WOT range for my engines is 4000-4400, so I had one engine exactly on and one that was high. The decision we made was to shoot for a WOT of 4200 (middle of the range). Black Dog's computer then suggested that we pitch the props to approximately 20.5 inches based upon the measurements and desired operating range.

I can report a few things now that I have used the reworked props for the first part of the season: 1) WOT on both engines is approximately 4200-4300 RPMS. 2) I have picked up three knots at my desired cruise RPM of 3200 (from 18 to 21 knots). 3) The slight vibration I used to have has been minimized. 4) I picked up 2.5 knots at the top end (29 knots top speed). 5) Fuel consumption appears to be even on both tanks, but I will know better after the Memorial Day Cruise.

And there is no truth to the rumor that I did all of this so that I could cruise faster than the new *Saint 'n Sinner*. This has all been for the sake of science.

**You Named Her What?**

Phil Bolin

AHYC Newsletter

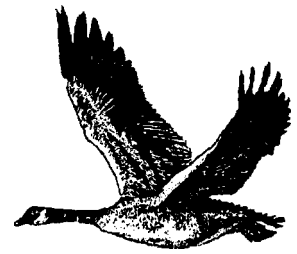
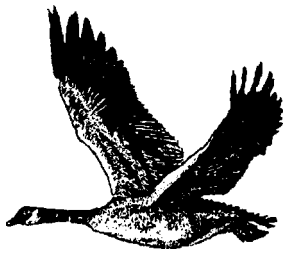
June 1999

The following article came from "Crusin' with Earl." It might give you a smile as you think of boat names.

The game of the name is something that knows no bounds. Pride, comedy, cynicism, patriotism, passion, humor, and feminism are all represented in today's boat names. Sometimes I think half the fun of buying a boat lies in picking a name. The list of possibilities is endless, ranging from legitimate to outrageous. Like a rose, it can be a thing of beauty, if that is what the owner wants. It is interesting that the most popular name for a boat at the moment (according to BOAT/U.S. Graphics records) is *Obsession*. I would heartily agree that boats are an obsession and a good one at that.

There was a time when naming a vessel was done only in good taste and with respect for tradition and superstition. The mighty clipper ships were of that era. They couldn't afford to defy decency or superstition. As ships were considered feminine, masculine names were perceived as unlucky and few were used—except to please egocentric owners. Vessels often carried sweet names like the *Mary M*, *Eliza* and *Jane*. Still other vessels carried lofty names like *CuttySark*, *Eagle*, *Northern Light*, *Liberty*, *Olympic*, *Flying Cloud*, and the like of other grand names. These were majestic ships blessed with majestic names. When we think of the age of sail, we recall huge white-winged birds carrying adventurers and trade goods around the world. They deserved noble names.

Mythology and classic literature fueled their share of ship names extolling an age passed when elegance was in its prime. We read of *Argonaut*,



Valkyrie, Aphrodite, Apollo, Calypso, Poseidon, Aeolus, and Argo, which carried Ulysses on his odyssey. Incidentally, *Argo* was one of the early auxiliary-powered sailboats, carrying a bank of 20 oarsmen (Perkins, eat your heart out!) plus sail. Literature provides a wealth of mythologic names for vessels, but since they don't appear regularly in the TV Guide, we tend to overlook them.

Bridging the period from tradition to contemporary is a liturgy of names bearing the word "Sea" or some mutation thereof. Most famous of the old "Sea" names may have been the *Sea Witch*, a clipper ship of renown performance. In today's top ten of popular boat names we find *Fantasea* and we can also recall seeing other "Seas" on transoms such as *Sea Biscuit, Pride O'Seas, Sea Gypsy, Seastar, Vitamin Sea, The Sea Stooges, Luna Sea* and *Seanile*. I guess we can't fault the owners of such boats for choosing these names. At least they acknowledged the significance of the sea in their choices.

There is a strong trend today to paint bawdy names on transoms. *Wet Dream* (one of BOAT/U.S.'s top ten) certainly has juvenile connotations. *Buck Naked, Newlywet* and *Bouncin' Buns* just make the rest of us jealous. Nautical naughtiness rather than nautical tradition seem to proliferate mostly on fizz boats churning up the lakes and rivers on weekends. I guess I can put up with that, but I don't know about neighbors when the boats are parked in front yards during the week for all to see. The cruising scene also has its share of double entendres like *Geisha Girl, Lusty Lady, Seaducer* and *Nautigal*.

Boat names are personal choices, but they are seen in public and to me they reflect the owner's psyche, which may be better left concealed. A boat name has a far more serious side to it when business or emergency

communications are involved. The name should be short, easily pronounceable and understandable even when said over a poor radio connection by a person in a panic. A single word name is best. Having fun with a name dims when you get that sinking feeling that the Coast Guard does not understand what you are saying.

Being the first owner of a boat makes a name choice quite straightforward—it's what you want. But what if you are buying a used boat that already bears a name? Superstition has it that changing a boat name brings on bad luck, so you may want to think twice or consult your astrologer. The first boat I bought was already named *Idiot's Delight*. Could I have changed the name and gotten away with it? Probably so because the gods of the sea respect honest mistakes by landlubbers. Did I change the name? Absolutely not. No name could have been more descriptive of my first sailings.

But sometimes one is forced into changing a name because circumstances beyond his control take over. Sometime back C. Igglesden writing in *Those Superstitions*, put it this way: "Bill's first wife was named Bertha, and this 'ere boat were named Bertha—and quite right, too. But she died last year, and Bill married again—quite right too—but damned if 'e don't go and re-christen the boat *Beatrice*, 'cause that were the name of 'is fresh wife. It's all wrong—again Providence—for ain't it true that you must never rename a boat or ship? 'E tempted Providence, and e's boat's smashed."

I am one that believes you should buy a boat either new and without a name, or buy a boat which has the proper name. (My second used boat had been named *Bald Eagle*, which my barber thought quite appropriate and its name, too, remained unchanged.)

But what if there is no serendipitous relationship between new owner and old object?"

Don't Risk Neptune's Wrath...

How to Change Your Boat's Name

OYC Pennant
June 1999

While at a recent boat show I came across this article in the boat show edition of *The Mariner* and thought it worth sharing:

Every season, it seems, we get one or more letters inquiring about the correct way to go about changing a boat's name. No doubt they have heard about the dire consequences that can befall those who stray from accepted practice.

Quite obviously, it's poor form to buy a used boat, rip off the old letters and simply slap some new ones on the transom. So for those who fear Neptune's wrath by not following the time-honored custom, here's how to do it.

According to John Vigor, author of "The Practical Mariner's Book of Knowledge," an invaluable piece of nautical literature subtitled "420 sea-tested rules of thumb for almost every boating situation," you must first remove all vestiges of the old name from transom, log book, dinghy, etc. And you can't just paint over it—you must scrape it off, fill with putty, whatever. Then affix the new name.

He advises that you concoct your own ceremony, complete with a libation and a supplication. Says Vigor:

"Address directly the gods of wind (Aeolus), sea (Neptune), and any others you deem necessary, and ask them to strike from their records the old name of the boat. Mention the (old) name. Then pray their indulgence in extending their goodwill and



protection to the vessel in her new name in a separate ceremony. *Do not mention the new name!*"

Then you pour champagne over the bow, drinking some yourself if you want, and pouring some for your guests, if any. But, be sure you pour plenty over the bow. Vigor cautions against using any sort of cheap substitute for the real thing. "Remember," he says, "the champagne represents the blood sacrifice of the ancients. It saves you from having to slaughter your favorite virgin, so don't stint on the price."

After this ceremony—immediately or at a later date—conduct a naming ceremony as if the vessel were a brand new boat. And, yes, you will need another bottle of champagne.

The vessel should be christened to welcome her into the family. The photogenic high point of a christening is when the favored female slams the bottle (or in these politically correct times, pours the bottle out over the bow) and states: "I christen thee..." The gods will look with favor on the well-born craft, and friends will be properly impressed."

Rockfish, Ecosystem Need Greater Understanding

Potomac Basin Reporter
March/April 1999

While anglers enjoy a spring catch-and release season for striped bass, some researchers are wondering if they will again find significant numbers of the fish malnourished and sick this summer.

Striped bass, or rockfish as they are known around the bay, are more plentiful than at any time since scientific stock assessments began about 50 years ago. Some say that the current population may be too high for the bay to sustain, but that is only one

of several things that may be troubling the king of the bay's sport fish. Reports of rockfish with lesions (not from *Pfistieria*) and stomachs that are empty or contain food not considered normal prey, have been noted in the bay and major tributaries for several years.

Researchers met late last summer to assess rockfish health and the environmental factors that might be affecting the fish at a workshop organized by ICPRB Aquatic Ecologist Claire Buchanan for the Chesapeake Bay Program Scientific and Technical Advisory Committee.

The conference was a chance to highlight many trends observed in the bay and tributaries, and how some of the trends may be linked in the complex food web supporting bay species. While the condition of the rockfish population, economically and recreationally a key bay resource, served as a focal point, other trends that could be affecting rockfish were discussed. Populations of important forage species, particularly menhaden and spot, have declined, according to some researchers.

Certain types of plankton, which serve as the food base for many forage fish species, also have declined. At the same time, increased numbers of rockfish are seeking those fish species. The group also discussed the influence of recent wet or unusual weather years on those species, and mainstem bay trends of decreasing water clarity and nutrient loadings that have not eased. "Sorting through these factors and their relationships to one another is a fascinating job, and one receiving more attention. The workshop provided a healthy debate that was overdue", Buchanan said. "This was a good start at bringing the monitoring data to people's attention and trying to collectively integrate it through the whole food web."

A consensus of the workshop was

that although all of these species and processes are interconnected and to some extent dependent on each other, our general understanding of their interactions is lacking. The relative linkages explored during the workshop were the subjects of lively debate, some of the "chicken or the egg variety." Are rockfish malnourished because they are stressed by environmental factors (climate, food availability, dissolved oxygen problems) or is a lack of food both causing malnourishment and making the fish more susceptible to other influences (bacterial infections and other disease) that they would normally resist? Furthermore, if there are problems causing a crash in menhaden and other forage fish (and predation by rockfish and other species could be a major factor), are these same factors affecting rockfish? The ideas brought to the conference were many and probably inspired new ones as a result.

Jim Price, a commercial fisherman who heads the Chesapeake Bay Acid Rain Foundation, found the workshop valuable. "The workshop brought different opinions and information together to examine some major undesirable changes occurring in the bay and its tributaries," he said. Price has worked with the Maryland Department of Natural Resources (DNR), the University of Maryland, and other agencies to help assess the problems with rockfish and menhaden.

Price is concerned with the decline in menhaden reproduction in the bay, which he said is at its lowest level since data collection began in the 1950s. Price has examined last year's menhaden spawn along the eastern U.S., and is disturbed that the Chesapeake was the only area with a poor spawn. Considering that the young menhaden are a critical food source for rockfish during the summer, Price sees the potential for finding the rockfish



population in worse condition than last summer. He already has observed some rockfish with lesions in the upper bay and upper Choptank river, and wonders whether the same bacterial and fungal problems affecting rockfish may be a problem for the menhaden as well. He noted that the conference was a good start toward looking at these factors affecting several species as a whole, rather than individual problems. "We need more data to help answer these questions," he said. Price noted ongoing studies by several agencies that should help shed light on what is happening in the ecosystem. Workshop attendees, while expressing a range of opinions on the status of the rockfish and what might be causing the observed problems, agreed that more analysis of the available information is needed. There were concerns that this work not be done in place of existing bay research, however.

Jim Uphoff, a DNR fisheries biologist, also thought the workshop was helpful, and would like to see the Atlantic States Marine Fisheries Commission, a government agency that works on fisheries issues on the Eastern Seaboard, hold a multi-species workshop to increase knowledge about the ways that the health of one species affects another. He said that a number of ongoing studies being conducted in the region should provide more information about what is happening with rockfish, menhaden, and other parts of the food web. He also noted that striped bass with lesions and low levels of body fat are being observed in other areas, and said that an ongoing Massachusetts study was assessing striped bass stomach contents.

That same type of study has been done in the bay as well. A cooperative study undertaken by the U.S. Geological Survey, the University of Maryland, and, DNRI is shedding new light on rockfish food preferences and

needs. A similar study has been performed by the Virginia Institute of Marine Sciences (VIMS) for the southern portion of the bay.

The VIMS study examined food preferences, particularly in large striped bass in the higher salinity waters of the Virginia portion of the bay. The research suggests that food preferences and needs may be different for the species in different parts of the bay and tributaries. Study author Professor Herbert Austin noted that above the Potomac River, a different salinity regime exists that changes the food choices for rockfish. He said that, for example, large rockfish on their upriver spawning grounds won't have a large amount of menhaden in their diet because the large menhaden the rockfish eat remain in the areas of higher salinity. Austin also serves as a judge at fishing tournaments (a good way to get some anecdotal data) and noted that he has seen young rockfish (18 inches or less) that were thin, but they don't carry lesions. Large rockfish, which appear otherwise robust, are the individuals that carry lesions, adding another curious piece to the rockfish puzzle.

A wealth of other information will be used to get a better handle on what is troubling striped bass, menhaden, plankton, and how these observations may fit into a cohesive whole. Still other efforts, such as ICPRB work at integrating plankton data with other observations, are honing our picture of how the bay and the Potomac's complex chain of life functions. It is obvious that there is a lot we don't know, and that we need to know, if we are to successfully manage bay and river resources in the future.

A report on the workshop currently is under review by the Bay Program Science and Technical Advisory Committee.

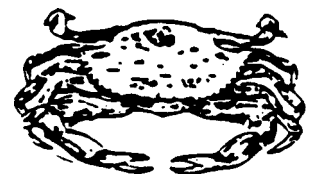
Renovation and Condominium Planned for Tantallon Marina

Commodore Tom Andrews
Tantallon Yacht Club

By now, many of you have heard rumors or received announcements that Tantallon Yacht Club plans to buy Tantallon Marina, renovate it and sell condominium slips there. A preliminary announcement of this program was made at the PRYCA Commodore's night in April 1999. A purchase agreement for Tantallon Yacht Club to buy the marina was signed on 15 June 1999, and reservations are now being taken to buy slips as the docks are renovated.

In particular, a limited number of slips are being offered to members of PRYCA clubs at a very special price. Slips will be assigned on a first-come, first-served basis and only a limited number are available at discounted prices, and only until 15 August 1999 or until allocated slips are reserved. Most of you know the great activities and club house at Tantallon. If you are interested in a newly-renovated slip in the most protected and attractive marina on the upper Potomac, you need to make your reservation without delay.

For further information, contact any member of Tantallon Yacht Club, call the club at 301-292-3349 to leave a message, or contact Tom Andrews at 301-567-5137, Lin Sheffield at 703-370-4331, or Bud Clark at 703-7870-7135. Don't miss this once-in-a-lifetime opportunity!





Find Your Way with an Analog Watch

Bottom Line

June, 1, 1999

If you are lost in the Northern Hemisphere, simply point the hour hand of your watch at the sun. During standard time, the point halfway between the hour hand and the number 12 is—roughly—south. Approximate north is directly opposite. During daylight savings time, use the 11 instead of the 12.

Hurricane Season is on the Way

OYC Daymarker, July 1999

Hurricane season is fast approaching, and now's the time to plan how to protect your boat from a storm's furies, says BOAT/U.S.

Because of El Nino, last year was relatively calm hurricane-wise for the U.S., but this year, watch out: La Nina has replaced El Nino. Colorado State University hurricane forecaster Dr. William Gray predicts a worse than usual season, with 14 named storms (average is 9.3) and nine hurricanes (average is 5.8).

Hurricanes can affect boats five ways. The storm surge can raise the water level far above normal high tide. Winds can range from 70 - 200 mph and, as the speed of the wind increases, the damage it causes increases at a much greater rate. Waves, even in protected harbors, can build to surprising heights. Most hurricanes bring at least 6" - 12" of rain in 24 hours, and often much more. Finally, hurricanes sometimes spawn tornadoes and water spouts.

Boat owners can do two things now, long before a hurricane approaches, to help ensure their boats get the best protection possible during

a hurricane. First, make sure you have everything you'll need to secure your boat—extra lines, chafe protection, fenders, anchors, duct tape and port plugs. Second, decide where to keep your boat in case of a hurricane and **figure** out how to get it there.

For more information, obtain a copy of "Hurricane Warning: A Guide to Preparing Boats and Marinas for Hurricanes," available at the new BOAT/U.S. hurricane Web site, www.boatus.com/hurricane, or call 1-800-283-2883.

Stern Flaps! **Now We've Seen it All!**

OYC Daymarker, July 1999

Jim Ball

Some of you remember when we had the Mud Flap craze—former Commodore Sandy Leathers was presented a pair for his boat. Now it's gotten serious. At the Planfest in January, I was sitting talking to Steve Zimpel, who was in his traditional mode of challenging Archimedes law having added all manner of weight to his boat and wanting her to still plane high and proud. (The concept of displacement to Steve is a fleeting thing.) But anyway, Steve was pondering how he could make plane better;

he suggested bolting on hull strakes or maybe larger trim tabs. To appease him, I recommended against the former, but did say that perhaps larger trim tabs might give him a little better planing and perhaps speed. He asked if they should be wider or longer, and summoning up my best judgment as an AEROnautical engineer, I suggested

that longer would be less drag on the boat. He went away calculating the size of the barn doors he was going to attach to the stern this Spring.

Well, little did I know, but it turns out that the Navy has also been going down the same road! As a matter of fact, several weeks after this discussion with Steve, I opened my copy of Maritime Reporter/Engineering News, and what to my wondering eyes did appear but an article on stern flaps!

Now this is no joke. There, in all their glory, were two photos of a boat with this appendage that looked like a single trim tab, but welded to the hull. But it wasn't a boat, it was a Destroyer!

Turns out that the U.S. Navy's CG-47/DD-963 stern flap R&D Team has received one of the EPA's 1998 Climate Protection Awards for "Technical Breakthroughs in Ship Energy Efficiency" demonstrating powering improvements and significant fuel savings deriving from installation of new stern flaps on Navy ships.

The Stern Flap is an extension of a hull bottom surface at the rear of a vessel. The Carderock Division team determined the appropriate shape via model ship tests in the David Taylor Model Basin. Trials on USS Arthur W. Radford (DD-968), a Spruance Class destroyer, have shown a reduction in required

power up to 14 percent resulting in a projected annual fuel savings of 4,400 barrels per ship. This equates to approximately \$240,000 per year in fuel savings, as well as a .75 knot increase in speed. (There ya go, Steve!)

While the flap has been tried on a number of different ship types, both real and model simulated, and the





performance of the stern flap varies based on hull form and speed, it has proven itself as an invaluable aid to propulsion power and efficiency.

For the past decade, the U. S. Navy has been investigating, at model scale, the potential powering improvements due to stern flaps, as a low-cost retrofit its on many ship designs. It is interesting to note here that flap performance is optimized where the ship expends the most power. While the fuel savings and power enhancing aspects of the stern flaps are truly amazing, from a business standpoint they are outstanding performers as well, as predicted fuel savings will repay the flap retrofit costs in less than a year.

The stern flap is simply an appendage which reduces the power required to propel the ship through the water. It is a relatively small extension of the whole bottom surface aft of the transom. The critical parameters for stern flap design geometry are the flap angle, referenced to an extension of the local center line buttock angle, flap cord length, and flaps span across the transom. (We Aero engineers love it when the nautical engineers talk dirty.)

In terms of propulsion interaction, in general, power reductions averaged a few percent greater than resistance reductions during all model tests with the stern flaps. Experiments showed an improvement in propulsion efficiency and a reduction in drag. (See, I told Steve this would work!)

The increased pressure under the hull, due to the stern flap, can also serve to suppress propeller cavitation and reduce thrust breakdown losses and higher speeds. The stern flap effect, combined with the reduced propeller loading, can provide additional powered improvement by way of increased propeller efficiency.

Stern flaps have been retrofit to two O.H. Perry (FFG 7) class frigates; two

Cyclone (PC I) class patrol coastals; as well as the DD968 W.W. Radford. All ships have experienced improved power, performance and fuel savings, and they have reported no adverse effects due to the stern flaps.

So Steve, here it is, just take a trip over to David Taylor Model Basin at Carderock, have them do some trial runs with a model of *Courchevel*, and you will have your design.

It is Not Always the Impeller

Ned W. Rhodes

Was the Fourth of July hot enough for you? It was for me and that forms the backdrop for my story. Before going up to Washington to watch the fireworks, I fired off the generator to make sure that everything was working correctly. I noticed that the water outflow of the generator exhaust was not what I thought it should be. But, it appeared to be adequate for cooling and seemed to increase when I took the load off the generator. I had replaced the water pump impellers on the engines the year before and I had purchased two generator impellers in preparation for replacing them this year. I figured that the impeller was going bad and I would replace it when we got home.

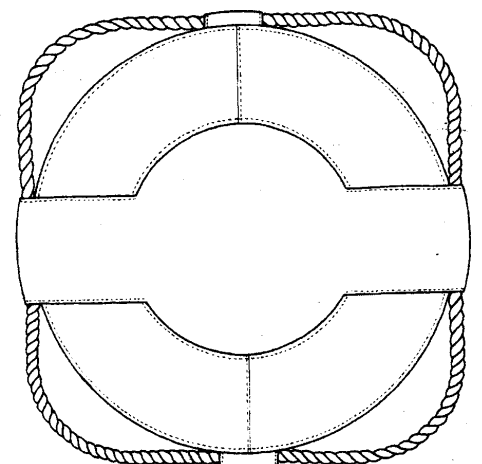
Off we go to DC to sit in 100 degree heat. We did use the generator to keep the cabin cool, but I became increasingly uncomfortable with the way that the generator was sounding. The water flow was just not right and I was sure it was the impeller. Just to make certain there was no other problem, I went below and checked the inline strainer. It was clean.

For reasons that would make a good topic of another article on anchoring etiquette, we wound up coming back the same evening of the fireworks, navigating by GPS, spotlight

and photographic memory. The next morning, I decided to change out the generator impeller and fix the problem. The old impeller that I took out did not look that bad, but I replaced it anyway and fired up the generator. Basically the same little piddle of water was the result. OK, now what could it be?

I closed the through hull and removed the strainer once again. It was still clean. I then opened the through hull, expecting a boat-load (bad pun) of water to gush in, but it was a trickle. Now I get it, I have a blockage somewhere! I removed the hose from the through hull and blew into it and was rewarded with a big nothing. No bubbles, just back pressure. Upon removing the hose from the intake side of the strainer, I was able to see the problem. A small stick, the size of the intake hose, was lodged in the 90 degree elbow of the strainer, effectively blocking off all water flow. If the stick had actually made the turn into the strainer, I am sure it would have done a great job of catching it, but the fact was that the stick was too long and could not fit around the 90 degree bend.

The generator is working just great now that I have a new impeller and a clean hose. Hey it's boating, things are never easy, but always interesting.





Watching the River Flow

Potomac Basin Reporter, March/April 1999

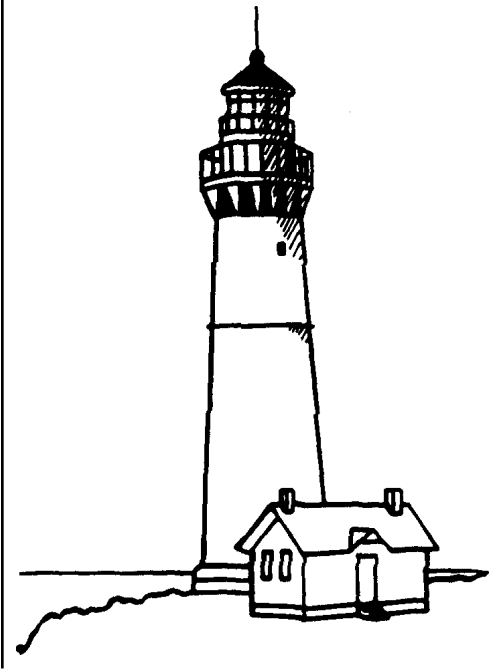
The flow of the Potomac River measured near Washington, D.C., has continued below normal since September 1998, according to the U.S. Geological Survey.

March river flow averaged about 11.0 billion gallons per day (bgd), a figure about 30 percent below the long-term average of 15.8 bgd. Daily extremes during the month ranged from a low of about 3.3 bgd on March 3 to a high of about 29.2 bgd on March 20. Municipal water withdrawals for drinking water averaged about 377 million gallons per day (mgd) during March, about 10 percent more than March 1998. During drier months, potable water consumption can increase from watering of lawns and other uses. Freshwater inflow to the Chesapeake Bay was 69.8 billion gallons per day (bgd), about 29 percent less than the long-term average. The Potomac contributed a near-normal 20 percent of the total.

In April, the river's average flow was 9.1 bgd, about 88 percent of the long-term average of 10.4 bgd. Daily extremes ranged from a high of about 21.8 bgd on April 13, to a low of about 5.9 bgd on April 30. Municipal withdrawals averaged about 391 mgd, about 10 percent more than April 1998. Freshwater flow to the bay was about 32 percent less than normal, with an April flow of about 63.8 bgd. The Potomac contribution was about 18 percent. Chesapeake Bay flows have been below normal since last August.

Continued below-average river flow into the summer could improve water quality through decreased transport of sediments and nutrients downstream and into the bay. A lighter nutrient/sediment loading would

increase water clarity, allow for improved growth of vegetation, and possibly increase summertime dissolved oxygen levels, according to the Chesapeake Bay Program. At the same time higher salinity in the lower river and bay from the reduced rainfall favors development of oyster diseases and bring greater numbers of jellyfish to the area. It seems that for every gain, there is usually a drawback.



Recent Board Meeting to Discuss Plans for the January Change of Command

Upcoming Events

Sep 11	PRYCA-Board and Delegates Meeting at Swan Point (11AM - 3PM)
Sep 17-19	End of Summer Party @ Tantallon YC
Oct 4	PRYCA Board Meeting at Eastern Power BC



Potomac River Yacht Clubs Association

2749 North Wakefield Street
Arlington, VA 22207

Address Correction Requested