

Potomac River Yacht Clubs Association



Volume 11

Issue 3

November 1999

Officers 1999

Commodore

Mark Viehoever
(Tantallon)

Vice Commodore

Monica Lovell
(Occoquan)

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Phil Bolin
(Aquia Harbour)

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Andrea Storey
(District)

Treasurer

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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)

Web Site

<http://members.aol.com/prycanews>

From the Commodore

Mark Viehoever

This year has gone by so quickly; it seems as if it was only a few weeks ago we had the Blessing of the Fleet! The weather has been particularly good for boating. The PRYCA events all went well starting with the Pre-Blessing Dinner and Blessing, where again we Blessed over 120 boats to begin a great boating season. Cobb Island Days Celebration in June was very well attended by numerous clubs. Don Thayer, Barbara Finch and many others did a marvelous job hosting everyone. This year's Float-In was an outstanding event to the credit of Phil Bolin and his committee, with some new twists to the activities that really put a fresh spark in the event. And Tantallon had one of the most successful End of Summer Parties ever, to include some new competition, including the Hog Calling Contest. This was really quite a lot of fun. As we move through the fall weeks toward cooler weather I want to remind the boaters at the north end of the river that we still have another event coming up soon in the Washington waterfront, the 11th Annual Parade of Lights on December 4th, sponsored by the Washington Waterfront Association. As in the past the WWA and its member businesses are putting up cash prizes as well as tickets to restaurants, cruises and other events. A reception at Capitol Yacht Club will follow the parade. I encourage all to resist the temptation to winterize your vessel until after you've participated. Boaters who take part in the parade enjoy a great deal of fun and camaraderie. Information and registration forms will be available at the Delegates meeting November 1st at Capitol Yacht Club, or call me, or email me @ tkfive@aol.com.

Pat Yourselves on the Back

IPC Steve Donock

That's right. PRYCA members should be proud. This year has turned out to be one of the most successful in our history. While the Bridge worked very hard it was only with the tremendous participation of you, the members, that we were able to have such a good year. A little history. The 1999 Change of Watch Dinner/Dance was the best attended that anyone can remember. It was just an preview of what was to come. We had nearly 250 people in attendance and as you'll read elsewhere in this newsletter, your committee is working on another great event for 2000. Your support this year has made the task larger, but certainly more enjoyable. Coming off the record-setting participation in January, none of us expected to set another record so quickly. The success of the July Float-In July surpassed all expectations. Over 110 boats attended with over 240 members attending. The PRYCA Cup competition was fierce, but everyone had right spirit of cooperation and even smaller clubs were able to participate since teams of clubs were able to work together. I'll be leaving the Bridge this year with mixed emotions. In my six years on the Bridge I have met and had a chance to work with some of the best people ever. Simply by being involved with this organization has allowed me to make friends all over the Potomac River. There's nothing like pulling into a marina 60 miles away from home and seeing familiar, friendly faces. It's like having family at every stop. Of course the 2000 Bridge won't be rid of me completely since I've been going to the meetings for so long, my car is generally on auto-pilot on the first Monday of the month so they should plan on seeing me for a while. Congratulations to everyone in PRYCA on a great year, and 2000 looks to be another winner.

From the Editor

Ned W. Rhodes

As I finish up the last newsletter of the year, I could get all mushy about the end of the season, but we are looking forward to 70 degree days for the coming weekend. It is not over yet! Our Club has a Hardy Souls Cruise to Old Town on the 6th of November and we can never know what kind of weather we will be having. We are just happy to be out on the water.

The PRYCA Board has authorized me to procure a domain name for our use and I think I will have things up and running by the end of the year. You see, the deal is that I am in the process of installing a DSL (Digital Subscriber Loop) line into my office, which will allow me to have a full time internet connection. Because of that, I will be able to host the PRYCA web site at my office which should make it easier for me to update the site and allow me unlimited storage. And because we will have a dedicated server, we can also get a domain name and have it point to that server. For now, continue to use the old URL (<http://members.aol.com/prycanews>) and I will put a link there when the new site is finally up.

Speaking of club web sites, here are the URLs of the PRYCA clubs that I know about.

Aquia Harbour Yacht Club—<http://ahyc.org> (new URL!)

Capital Yacht Club—<http://www.capitalyachtclub.com>

Dahlgren Yacht Club—<http://www.nswc.navy.mil/C2/dyc>
(upper case C is important!)

Landmark Yacht Club—<http://www.datatechnics.com/lyc/>

Occoquan Yacht Club—<http://members.aol.com/occoquanyc>

Prince William Yacht Club

(<http://www.members.tripod.com/~TAbel/Index.html>)

Quantico Yacht Club—<http://www.angelfire.com/va/qyc>

Seafarers Yacht—<http://members.aol.com/seafareryc>

PRYCA—<http://members.aol.com/prycanews>

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. As always, you can email me at rhodesn@softsysgrp.com.

**From the Treasurer**

Steve Wexler

Prior to each year's General Membership Meeting, the Treasurer of PRYCA is required to present a budget for the next year of operation, so that the Clubs' delegates can vote on the dues for the upcoming year. The Bridge of PRYCA always attempts to present a fiscally prudent and financially sound projection (*excuse me, Steve, but what are you talking about???*—*the total Dues income is less than \$1,500—this shouldn't be a very big deal*). After long hours in a smoke-filled room—a puff of white smoke appeared above the horizon, and I emerged with Excel spreadsheets firmly in hand to report to my Bridge brethren (and sistern also).

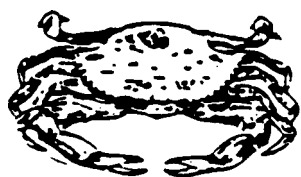
During 1999 (*for easy reading reference—1999 income and expense statement is attached*), PRYCA received \$1,200 in Dues income and accounted for the Ft. Belvoir application fee of \$25 as Dues as well. Of the \$1,225 received, the funds were disbursed for Newsletter, Roster and Handbook expenses, NBF Dues, PRYCA's contribution to Tantallon Yacht Club for the End-of-Summer Party, and small miscellaneous expenses. The Blessing of the Fleet is basically a neutral financial event (*that is not a political statement - it merely indicates that income hopefully matches expenses*). The cash surplus generated by the Float-In typically supports the Change of Watch Dinner/Dance—which is not a financially neutral event. As we previously advised you—this year the Alexandria Holiday Inn refunded a portion of our payment for the Change of Watch function. That refund resulted in a Cash Surplus of approximately \$4,300, which will be used judiciously by the Bridge over the next few years to improve social functions and enhance boating safety, education and awareness.



The 2000 Budget is also attached. Essentially, the Dues income pays for the Newsletters, Roster and Handbooks, NBF Dues and other miscellaneous expenses. (Please note that the oft suggested—but never realized—honorarium to the Treasurer is not a budgeted line item). The Float-In net income together with the net income from Inventory sales supports the Change of Watch event and PRYCA's contributions to various events held on the river.

If you have any questions regarding these few words from your Treasurer, I would be more than happy to respond to any suggestions, comments, etc. Forward any such verbiage to my address in Tahiti, where I will be vacationing for a few months—or as long as this surplus will hold up.

See you on the River.



Elections, Elections, Elections

It's that time of the year when most member clubs, as well as PRYCA, elect new officers for 2000. In order for the PRYCA MALs to know the appropriate persons to contact at each club, we are asking that you update your club's officer roster. You can do this most easily by marking up your club's page in the Roster of Club Officers and send it to the PRYCA elected secretary as soon as possible after your election. Call the secretary (phone number to be provided after elections at the Nov. meeting) if you need a copy of your club's page to update.

**Potomac River Yacht Clubs Association
1999 Income and Expenses
(through October 10, 1999)**

Income:

Dues	\$1,225.00 ¹
Change of Watch	\$9,440.00 ²
Blessing of the Fleet	\$1,276.00
Float-In	\$19,618.31 ^{2,3}
Interest	\$61.05
Inventory Sales	\$270.00 ³
Total Income	\$31,890.36

Expenses:

Newsletter	\$202.70
Postage	\$38.60
Roster & Handbook	\$266.31
NBF Dues	\$200.00
Change of Watch	\$6,281.96 ⁴
Blessing of the Fleet	\$1,283.06
Float-In	\$18,113.61
End of Summer	\$200.00
Inventory Purchase	\$886.00
Miscellaneous	\$80.00
Total Expenses	\$27,552.24

Cash Surplus \$4,338.12

¹ Includes Dues for 20 clubs;
Application Fee for 1 Club
² Refunds are accounted for as
negative income
³ Inventory sales at Float-In was
accounted as Float-In income
⁴ Refund from Holiday Inn was
accounted as negative expense

**Potomac River Yacht Clubs Association
2000 Budget**

Income:	
Dues	\$1,320
Float-In (Net)	\$1,700
Merchandise (Net)	\$200
Interest	<u>\$90</u>
Total Net Income	\$3,310
Expenses:	
Change of Watch (Net)	\$1,600
End-of-Summer Party (Tantallon)	\$200
Cobb Island Days (Cobb Island)	\$200
Down River Day (Colonial)	\$200
Newsletter (incl. Postage)	\$400
Domain Registration Fee	\$35
Roster/Handbook	\$300
NBF Dues	\$200
Miscellaneous	<u>\$150</u>
Total Net Expenses	\$3,285
Projected Cash Surplus/(Deficit)	\$25

- 1 Assumes 22 member clubs
- 2 PRYCA contributed in 1997 & 1999;
PRYCA did not contribute in 1998

From the Rear Commodore

Phil W. Bolin
pwbolin@earthlink.net

The year 2000 will be a great year. While keeping a few events from 1999 we have made some modifications to the year 2000 schedule. We want to give all PRYCA boaters a better chance to meet each other. We are planning 5 major summer events. Here is a quick preview of the events. Please consider these events when planning your own clubs events.

Anchoring Tip

Steve Donock

I learned a new trick from my cousin in Florida that might be of use. For those who don't have a windlass or crew strong enough to help bring up the anchor, try this. You know those red or orange ball type fenders? If you attach one to your anchor line as it goes over the side you not only have a float to mark where your anchor line enters the water, you also have a puller. Read on. When you are ready to pull anchor drive toward the anchor at an angle that will allow it to pass to the side of the boat. When the anchor has let go of the bottom the float has slid down to the anchor and will bring the anchor up (size of ball depends on size of anchor but it's surprising how much these things will float up). You then turn the boat around toward it and simply retrieve the anchor line. It's similar to taking up the line as you drive up the anchor and then tying it off and driving over it to break out but easier if there is a lot of wind and/or you are alone.

Try it, it works!

PRYCA Schedule 2000

Event	Date	Comments
Mt Vernon Safety Day		We've cancelled this event as it was too early for most of us to participate
Blessing of the Fleet in Washington DC	20-21 May 2000	In conjunction with WWA, NPYC, and CYC, the traditional blessing on Sunday the 21st will be preceded by a spectacular Saturday ... filled with safety related events ... a MAJOR party to get everyone acquainted and throw-off those winter doldrums. <ul style="list-style-type: none"> • USCG personnel will be on hand for CMEs. • Boat visitations and club news. • Saturday evening party ... rumor has it a special band will be playing. • Sunday at 1300 starts the traditional blessing and celebration.
Float In	14-16 July 2000	The crowd keeps coming so we'll keep a lot the same but here are a few potential changes: <ul style="list-style-type: none"> • There will be a Thursday night get together for those that want to make it a long-long weekend. Thursday will be relaxing ... no competition ... just get to know the people. • We're considering one new event that will require two competing teams to work together ... with each receiving the score of the combined team. More team work and a bit less individual competition.
PRYCA Dog Days of August	12 August 2000	Held with the help of CBYC at Colonial Beach we'll have the FIRST Dog Days of August party. Bloodies on the dock ... delegates meeting ... pig roast ... dancing ... and maybe popcorn and a movie.
Tantallon End of Summer Party	16-17 Sep 2000	Another great weekend of fun and games provided by Tantallon and PRYCA. 100 people last year and most have already signed up to come back this year. Join us.



From a Member At Large Southern Region Clubs

Wayne Kuster
301-259-0061
wjkuster@aol.com

As our boating season draws to a close, I would like to thank the clubs that I represent for their active support of PRYCA. I am looking forward to serving you for another year. I was pleased to see how active your clubs were and I would like to highlight some of the events that I was fortunate to attend.

Cobb Island Days June 18,19 & 20th

This was our first PRYCA scheduled event in our area, and it was a huge success. Again, I would like to thank the Cobb Island Yacht Club and their Commodore, Don Thayer.

Dahlgren Yacht Club August 14th

I was lucky enough to be invited to the best Crab Feast on the Potomac. Commodore Ron Cox and their members really know how to make sure no one goes away hungry. Thanks again.

Colonial Beach Yacht Club August 21st

I went to a Board and Delegates Meeting for the CBYCA at Kent Island Yacht Club on Saturday August 21st and met Commodore Carey Geddes from Colonial Yacht Club and he invited me to their annual Hawaiian Luau at the Dockside Restaurant. The

food was excellent and the band played Hawaiian Music. Aloha! Several boats from Occoquan attended. Great evening and thanks again.

The Yacht Club @ Swan Point September 11th

I had been looking forward to hosting a Board and Delegates Meeting at our club again. Phil Bolin lined up an excellent guest speaker, Michael Humphries, the Director of the Museum Division of St Mary's County. There was a special lunch menu available for our members and a few people were able to get in a round of golf.

If I can be of any assistance to any of the Clubs in the PRYCA, please do not hesitate to contact me. I hope the rest of the boating season is a safe one.

Seafarer's Report Lou Parris

Seafarers Yacht Club has completed its 54th successful boating season. Beginning with the flag raising in May, the club continued its tradition of boating and camaraderie.

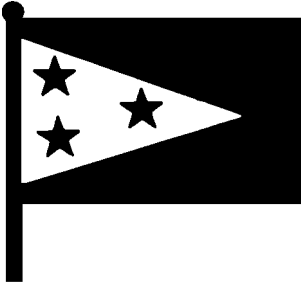
Our water trips this year weren't as successful as we had hoped, but our other activities more than made up for them. Four boats left the club in June for the trip to Hampton, Virginia. One had engine trouble near Fort Washington and another developed outdrive problems near Point Lookout. The remaining two pushed on to Hampton and had a great time at the Jazz Festival. However, on the way home, one of those two developed engine trouble which was the result of contaminated gas. Despite all of that, everyone made it home safely.

On the land, in addition to our flag raising ceremony (and accompanying party), we had a successful Commodore's Ball and highly successful discos in June and September at the club.

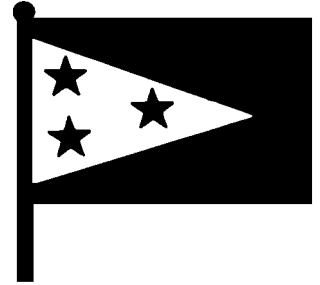
However, the highlight of the year was our efforts to assist the people of Tarboro and Pineville North Carolina as they struggle to recover from the ravages of the recent hurricanes. In the last few weeks, we have taken almost a dozen truckloads of food, clothing, and supplies to the area and we will make more trips in the future. The people in that area are telling us that their biggest need is for cleaning supplies—mops, buckets, rags, ammonia, Ajax, or anything else that could be used to clean the mess.

We're already planning for the Y2K boating season, and have scheduled our flag raising for May 13, 2000. Hope to see y'all there.





**You are cordially invited to the
Potomac River Yacht Clubs
Association's**







**2000 Change of Watch Dinner-Dance
Saturday, January 29, 2000**

Place:

Sheraton Crystal City
1800 Jefferson Davis Highway
Arlington, Virginia 22202
(703) 486-1111

Program:

-  **Cocktails: 5:30 pm -6:45 pm**
-  **Dinner: 6:45 pm - 8:00 pm**
-  **Change of Watch: 8:00 pm - 8:30 pm**
-  **Music & Dancing: 8:30 pm - Midnight**

**Dress: Winter Uniform or Business Suit
(Black Tie Optional)**

Entrees: To Be Announced

Cost:\$40.00 per person - cash bar

Special Hotel Rate: \$89.00

DON'T MISS THIS ONE! LOOK IN YOUR CLUB'S NEWSLETTER FOR RESERVATION FORM!

Float-In Wrap Up

Phil W. Bolin
Rear Commodore, PRYCA

The 1999 Float-In is history. If you were there, hope you had a great time. If not, I've heard you really missed an event. You might want to plan on coming to Float-In 2000. We'll keep the good stuff and continue to improve.

276 people and 120 boats attended the 14th Annual Float-In for 1999. They were from the following clubs: Aquia Harbour, Capital, Cobb Island, District, Ft. Belvoir, Ft. Washington, Landmark, Mount Vernon, National Potomac, Occoquan, Prince William, Tantallon, and The Yacht Club at Swan Point.

Friday night's walk-on water contest proved to be more a swim in the river, but thanks go to those who provided the laughs for the evening. Saturday started a perfect day where spectators sat on the board-walk pier and watched the many CUP events; events that included a Scavenger Hunt, Navigation Test, and a new event where we all discovered that retrieving a man overboard is not always easy. We also saw the many skills of the clubs in the Boat Building Race and the revised rubber dinghy race where a blind folded person paddled hard while listening to verbal commands from the first mate.

At the end of the competition we again gave a great cheer to National Potomac Yacht Club who won the PRYCA Cup for a second straight year. The record of CUP wins for the 14 Float-Ins includes 2 for NPYC, 6 for OYC and 6 for AHYC.

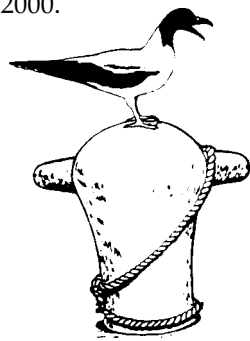
We say well-done to Tim Newell, the Marina Manager at Ft Washington for hosting us that weekend. And we also want to say thanks to an unexpected sponsor, the owner of Prince William Marine who donated 100 gallons of gas as an added door

prize. The food by Puttin on the Ritz both Saturday night and Sunday morning was great and we all enjoyed dancing well into the night to Peggy Castle, the DJ of the evening.

The committee that worked to make the event happen includes the following people. If you see them anytime soon please help me by saying thanks. Curt Johnson (AHYC), Walt Cheatham (OYC), Dave Goodman (AHYC), Joe Hadley (Ft Washington), Bob McDonnell (Landmark), Gaynel McCary, (Landmark), Bob Strunce (PWYC), Juliette Whelan (PWYC), Sandy Doucette (AHYC), and Gene and Linda Bussard (NPYC).

In addition to the committee members, we had a host of other helpers for the event. I'm sure I will not get them all but here are a few worthy of special note. David and Steve Donock for helping tie up boats. Chuck Whelan who just got started washing his boat Saturday morning when we got him to join us. He didn't get back to his boat until late that night. Mark Viehover for being the "fix the latest problem" man all through out the day. Bud Clark for keeping track of our work so we did not miss anything and always being available to help with what was needed. Finally we thank Steve Wexler for making sure we had money and that the bills all got paid to keep the event rolling. Thanks to you all.

Please plan on joining us all at Float-In 2000 at Ft. Washington on 15-16 July 2000.



PRYCA News

Jim Ball
Former OYC Delegate and PRYCA
Member at Large

Peggy and I attended the Fall PRYCA Delegates meeting September 11 at Swan Point. What a nice place. If they ever get the channel dredged into Cuckold Creek it will be a super place to visit by boat. As of now, the creek is limited to about 3 ft. draft. Anyway, the place is a gorgeous country club with golf course (as OYC Past Commodore Steve and Paula Wexler will attest), and nearly all of our 17 clubs attended.

PRYCA publishes an annual boat roster with boat names and owners so you can tell who you are passing on the river. Next year, we will ask who does or does not want to be listed in it so that OYC can be represented.

There was a great presentation by the historical society that is restoring Piney Point Lighthouse and managing the museum there. They are building a new dock that will be a definite day trip in the future for us when we are at Coles Point or Point Lookout. Lots of history stuff on the Potomac, including an extensive presentation on Mallovs Bay and the hundreds of sunken ships there. The historical society is selling a super book on Maryland lighthouses of the Chesapeake, complete with photos, drawings and history of all of the lighthouses ever built, including the ones on the Potomac. The beautiful hard cover book is only \$35 and all proceeds go to the historical society foundation. If you are interested in buying one, please let me know and I will put a list together and get them for the club. If you want to see the book, look at mine aboard *Cheers*.

Cheers!



OYC! OYC!

Teresa Sorrenti
OYC's End of Summer Party
Coordinator

Maybe the tropical storms are worth it, if they bring a weekend like this one! Blue sky, mid seventies, low humidity, OYC winning the End of Summer events. Yes, you heard it right! The Potomac River Yacht Clubs Association End of Summer Party continues to improve each year, and considering the challenges Tantallon had to overcome to host this year, it is nothing short of remarkable. OYC sent eight boats and we stayed at Fort Washington Marina, with "ferrying" service provided by Jay Wilmeth, Ann Wilmeth, and Bud Clark of TYC, plus the use of Tantallon Commodore Tom Andrews' speedboat. It did get a bit confusing, and I likened it to herding kittens, but we managed to get our 22 people back and forth several times. (Rick and I even biked over and back. Those hills look much nicer from a car, and I was told it was indeed one of the dumbest things I have talked him into.)

For the first time in a long while we actually had enough people there in time to field a team for the Tug-o-War, and we even won ten points right there. The rest of the day we learned that many OYCers have hidden talents: Rick Sorrenti, taking second place and Tom Shank third in the Watermelon Seed Spitting Contest, and our two teams of Andrew and Liz Kalweit and Tom Shank and Susan Brown took the Canoe Race by a mile (is this an Olympic event we can sign them up for?). Unlike in some years, both canoe teams were able to get in and out of the canoe gracefully and dry! Combining those events with third place in the Water Balloon Toss and also in the Water Cannon (of course no one knows how Steve Donock was able to count

"hits" in that one) gave us a runaway score over Tantallon, Landmark, Aquia, and National Potomac. It did make us wonder, though that the most popular contest was the Watermelon Seed Spitting; we had to close out the sign-up sheet for that one.

The country-western theme was great (complete with hay and a live goat). Susan Cheatham showed some hidden cowgirl blood, with her western shirt, boots, and multiple bandanas. Susan and Eugene Brown also sported cowboy boots, while the rest of us made do with plaid shirts and jeans. The chicken, ribs, and barbecue pork were outstanding, and it is a good thing we had dancing afterwards to work it off. During "our" song, we created a new way to spell "OYCA" using the glow-stix provided by TYC, we had lighted "O" (Courtesy of Tom Coldwell); "Y" (Tony Mirando, using two stix); "C" (from Susan Brown); and "A" (a most impressive maneuvering of three stix by Eugene Brown). As usual, we all spent a lot of time on the dance floor, but the Shipleys win for the dancingest family (Ann, Scott, Harmony and Myan). We must admit, it took us a while to do the Chicken Dance correctly without Steve Wexler's lead, though.

The highlight of the evening was the Hog Calling Contest, won by none other than Alabama's gift to OYC, Ann Wilmeth. Her "sooooooweeeeee" was breathtaking, earsplitting, even, and combined with Jay's hog imitation in response, well, you had to be there.



Potomac River Yacht Clubs Association Constitution and Bylaws and Handbook

Prepared by Past Commodore Bud
Clark/Steve Donock/Ned Rhodes

A few years ago (1995), the Potomac River Yacht Clubs Association reorganized its governing documents to both strengthen and simplify them, while also providing greater adaptability in dealing with changing circumstances. The PRYCA Constitution and Bylaws, as the basic governing document, was modified so that it included only fundamental information, such as purpose, composition, organization and permanent committees. As a result, the PRYCA Constitution and Bylaws now contains only significant and continuing guidance, which can only be changed with the approval of the member clubs. The PRYCA Handbook, on the other hand, covers implementing details, organization, functions and procedures which are more transitory in nature. Appropriate to its secondary position to the Constitution and Bylaws, the Handbook can be changed as necessary by action of the Board of Directors. The handbook includes such items as the History of PRYCA, details of committee organization, specific duties of PRYCA officers and board members, procedures for conducting major PRYCA events, uniform guidance, etc.

Both the PRYCA Constitution and Bylaws and the PRYCA Handbook will be available on the PRYCA web site by the end of November. The URL of the PRYCA web site is currently <http://members.aol.com/prycanews>. The current versions will always be accessible for review by members of the PRYCA Board of Directors and by the member clubs. Comments concerning

these documents should be sent to any or all members of the PRYCA Board of Directors, but please be sure that the PRYCA Secretary, currently Andi Story (Andi's email is awstorey28@aol.com), is included as an addressee. Comments from member clubs should be sent by or through the club's Commodore and/or PRYCA Delegate.

Lighthouses

Phil W. Bolin
pwbolin@earthlink.net

Maryland's inland sea, Chesapeake Bay and its mighty rivers were devoid of lighthouses in 1794...by the Revolution there were 11 Atlantic Coast lighthouses. Baltimore, the premier port at the time waited until 1822 for one.

Boston Harbor lighthouse, the first in the US was lighted in 1716.

John Donahoo built 12 of the 17 lighthouses in Maryland. Records show he was a farmer. Only his daughter's research many years later confirmed he was the builder of so many lighthouses.

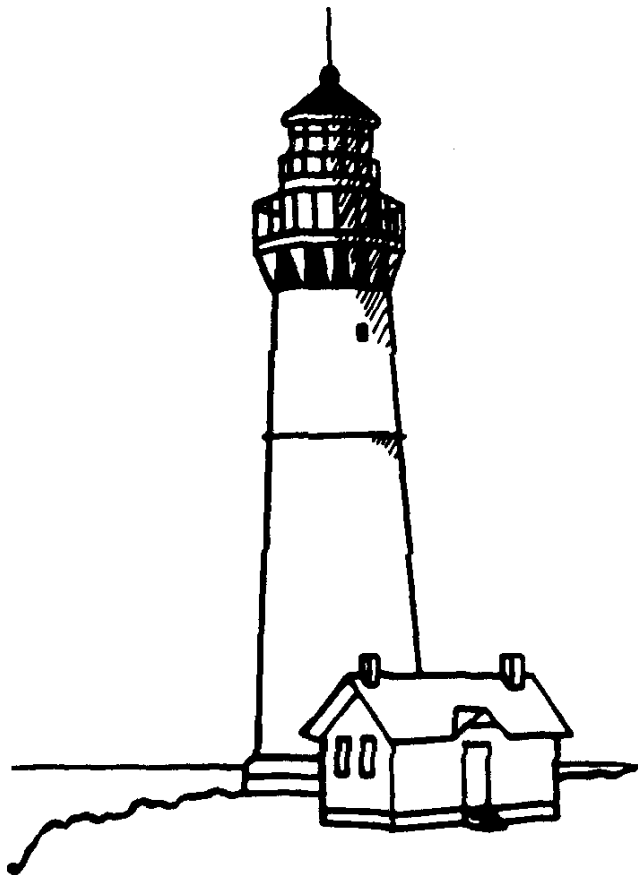
The Point Lookout Lighthouse, authorized in 1825, was finally built in 1828 for \$4,500 that covered the price of the building and buying the land.

Obtaining the land for the Blackstone Island lighthouse was time consuming involving ownership squabbles and title disputes. Known as the birthplace of Maryland, Blackstone Island had a 40 foot cross erected on it in 1934. The Island is now known by its original name, St. Clement's Island.

The tender Holly, a side-wheeler commissioned in 1881, serviced the lighthouses in the Bay for many years. President Cleveland used her for

excursions on the bay. She was retired in 1913.

Read more about lighthouses in *Maryland Lighthouses of the Chesapeake Bay* by F. Ross Holland. The book can be purchased by calling Kim Cullins at (301) 769-2222 or emailing her at mdbeginsHERE@excite.com. Your \$35 price tag is 100% tax deductible as all monies go to the Foundation for the Friends of the Potomac River Lighthouses. The \$35 also includes shipping to your home.





Flag Etiquette

Jim Ball

(inspired by an article by Joe Hellner
in CBYCA's Chartroom Chatter)

Nothing sets a boat off like a nice display of burgees and flags. But there is a wrong way and a right way to display them. Chapman Piloting has an extensive discussion on the subject, but to keep things simple there are only a few things to remember. The display represents the nationality of the vessel, who is on board and what organizations they represent.

First, the U.S. Flag or U.S. Yacht Ensign is always flown off the stern of a pleasure boat—not the bow, not the antenna, etc. The right size for the ensign is one inch of fly per foot of boat; it's tacky to fly a little flag on a big boat.

Secondly, the complicated issue of where to fly club burgees, officer flags, etc., is clarified by some simple rules. The club burgee should be flown off the bow, the officer's flag to the right of it in some manner. This follows the ancient custom of military and nautical tradition that the field of honor is always to the right (starboard).

The flags you fly to starboard represent the offices of all aboard corresponding to your "official" club or organizational burgee. PRYCA or CBYCA Delegate or MAL flags represent a yacht club office. They are flown with the other home club flags, usually on the starboard side. If you and your mate both hold office, the higher-ranked office holder's flag is flown to starboard and the lesser ranked to port. (If there is a controversy on this, the rules of the road say to give way always to the first mate, assuming that the first mate is female).

So what about the port side? The answer is all the other burgees and office flags of those aboard the boat (or

the PRYCA flag, your state or college flag, your military service flag or that of your guest, etc.). Group club burgees and corresponding offices together, with burgees on top and offices below if you are flying more than one flag vertically. The rules also generally apply to Coast Guard Auxiliary and Power Squadron members except when Coast Guard Auxiliary boats are on official orders. Refer to Chapmans for details.

Hurricane Floyd vs. the Navy

This was posted by a Navy chief aboard an aircraft carrier (I think it was Kennedy) that sortied from Jacksonville, I think, because of Hurricane Floyd. I'm going to keep this on file, and read it whenever I start reminiscing about the good old days at sea.

Well, as for Hurricane Floyd...We got underway too late. That's all there is to it. All of the other ships left Monday night but by delaying until Tuesday morning we managed to head straight into the teeth of Hurricane Floyd, which was still at Category five at that point. I have been going to sea for over 17 years now and have been in two other hurricanes and the North Atlantic in winter. I have never, ever, seen the likes of this storm.

Our forecandle (the forward part of the ship where the anchor and chains are kept) is 60 feet above waterline. It flooded with about two feet of seawater. Think about that, swells over six stories high, breaking on the bow hard enough to drive water up the hawsepape (the tube that the anchor chain runs through) Yikes! We could not lower the aircraft elevators because they would have been submerged at scope.

So, after a day and a half of 20 degree rolls we finally break out in

front of the storm. But wait...we receive a maritime distress call from a tug boat. A quick fix on the coordinates shows that the tug is dead north of the eye, 400 miles from Jacksonville and the storm is heading north at 15 knots, still category 5!!

We turn around and head back into the hurricane. The ship continues to sustain 20 degree rolls, not bad for a frigate but horrendous for an 80,000 ton aircraft carrier. The wind is blowing so hard that conversation is impossible on the bridge without shouting. It sounds like the crowd at veterans stadium at full roar after an Eagles' interception! A periodic staccato "Bang" announces the departure of one of our lifeboats, carried away with a wave. Everywhere throughout the ship, paper, trash, clothes, books, tools, copiers, computers, binders, bookcases, furniture and 1000's of bits of unidentifiable debris is bouncing from one side of the ship to the other, with an ugly, broken-pendulum, irregularity.

After a day of steaming headlong into 140 knot winds we arrive at the spot where the tug went down. Incredibly the crew has escaped into a lifeboat and was able to communicate with the ship. Miraculously, the wind dies down, if you call 70 knots 'dying down' and we are able to maneuver the ship so the island provides a lee for the helos to launch. Of course, the minute they lift off they are back into 70 knot winds. Somehow they get to the lifeboat and lift the three survivors out. Happy to be alive, the crew makes it back onto the ship. Only one problem: what about the rest of the crew? HUH??? Yup, it seems as though the crew was eight men, three made it into the lifeboat but five were stranded on the barge they were towing. Now we have to guess set and drift on a low-lying unpowered barge drifting with the winds and seas for an indefinite

period of time. Oh, and by now the wind has picked back up to over 120 knots.

I have got to give credit to advanced technology. A barge in that hurricane would have an incredibly small signal-to-noise ratio, impossible for regular radar to pick out. Suffice it to say, we were able to find them. Once again, into winds which make it hard to stand on the flight deck, let alone go flying, two helos take off. This time the rescue swimmers have to go into the water to harness the survivors. Picture that, 60 foot swells translate into 30 foot waves. You are swimming with 3-story buildings of water crashing all around you. Really a truly heroic rescue for the survivors.

Well, to end this story before it gets even longer: we return home on Friday. The ship is beat to crap. Twenty lifeboats have been carried away. The motor whaleboat resembles a couple of broken jet skis. Various bits and pieces have broken off elsewhere around the ship. The end result of which is an extra week at home before we deploy.

Jacksonville survives Floyd with a little flooding and some trees down (too damned many palm trees here anyway). We didn't even lose power at the house.

More Odds and Ends...

Jim Ball

Condos Aweigh

A group of U.S. investors has reportedly picked Honduras as the site to build the world's largest ship, which it plans to turn into a floating city. The so-called "Freedom Ship," which may house more than 20,000 people once completed, will float around the Americas and other continents with passengers who will rent apartments or buy condominiums.

The Fairfax Marine Patrol's New Boat

The Daymarker

Fairfax Marine Patrol took delivery in mid-August of a new, 26' Worldcat catamaran, powered with twin 200-hp outboards. Officers Steve Selby and Steve Keeney (who was recently named a Master Police Officer) report that the new boat is equipped with a head and shower and 200 gallon fuel tankage; the previous boat was more austere and carried only 50 gallons of fuel. The new boat's top speed is classified information but is thought to be somewhat but not much below Mach 1. The Daymarker sends congratulations to the crew and thanks to Fairfax County for keeping the Marine Patrol ever present and looking after our safety on the Occoquan.

Jellyfish

Jay Wilmeth
The Daymarker

Did you ever see so many Jellyfish this year? They were everywhere and in large numbers. I even saw some at the Dinghy Races at Mattawoman. Ever wonder what they are and how they exist? I researched a leading biologist, one Dr. Terry Peard from Indiana University, Pennsylvania who provided the following.

Over 200 different species or types of jellyfish are found throughout the world's oceans and seas. These invertebrates, animals lacking backbones, belong to the phylum Cnidaria (ny-DARE-ee-uh) family. They come in many shapes and sizes, ranging from the tiny, spherical thimble jellyfish to the largest jellyfish of them all, the Arctic lion's mane, whose tentacles may stretch over 100 feet in length. These creatures are neither jelly nor fish. The word "jellyfish" often

brings to mind a white, gelatinous blob encountered on the beach, and many people react to jellyfish with instant fear. Although they do not resemble any other animals on earth, and appear quite bizarre, they are relatives of sea anemones and coral. Jellyfish can be found in all the world's oceans, and a few even inhabit freshwater (more on that next month). Over 95% water themselves; they have no heart, blood, brain, or gills. Despite limited sense organs, jellyfish can smell, taste and remain balanced in the water. Jellyfish also have light sensing organs around the bell rim, and while they cannot detect objects, they can distinguish light from dark. Touch receptors on the tentacles, oral arms, and around the mouth sense movement and help jellyfish find food.

While this may not seem to be very effective, one species of Mediterranean jellyfish that is only an inch and a half in diameter can move up and down the water column 3600 feet in one day; the equivalence of a 33 mile swim for a six foot tall person!

The jellyfish in the Chesapeake and its adjacent waters including the lower Potomac are sea nettles for the most part. They are the ones who give jellyfish a bad name. They STING! The sting of a sea nettle can be painful, often compared to a bee sting in intensity. It is not life threatening!

When stung, apply 70% isopropyl alcohol immediately, remove the remaining tentacles and then apply household vinegar. They say meat tenderizer will break down the protein of the stinger toxin! Of course we all know that jellyfish washed up on the shore can sting as long as their tentacles remain moist.

This year, we find these creatures much further up the Potomac than years past. Why? Sea nettles are unusual in their ability to live in water with low salinity with as little as 12



parts salt per thousand (ppt). Seawater salinity is close to 35 ppt. Young sea nettles find their way up the bay and tributaries when there has been a warm, dry spring and the water is saltier! The runoff from heavy spring and summer rains decreases the salinity and drives them seaward.

So there. Run out and procure isopropyl alcohol, vinegar, and meat tenderizer for your first aid kit.

Beer helps as well!

Swamping is Chief Cause of Boat Sinkings

From Boat/US and September's Daymarker:

Swamping (taking waves over the sides or back of the boat) causes 30 percent of all boat sinkings on the open water, according to a recent study by BOAT/U.S. Marine Insurance.

Through-hull leaks (including stuffing boxes, bait well discharge, and knotmeter plugs) caused 18 percent of open-water sinkings. Raw water cooling system and exhaust leaks were responsible for 12 percent of the sinkings, and missing drain plugs another 12 percent. Boat groundings because of navigational errors were responsible for 10 percent of the sinkings, and six percent of boats sank because their hulls split open when they slammed into waves or another boat's wake.

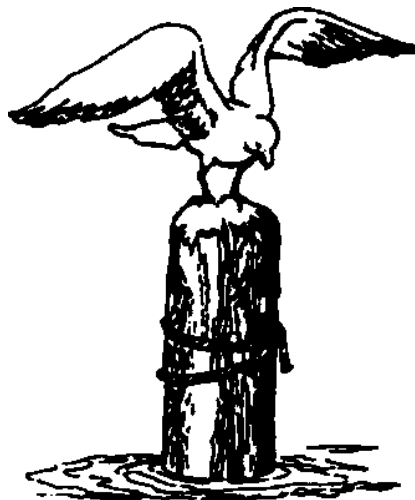
For the study, Seaworthy, a newsletter published by the BOAT/U.S. Marine Insurance Program, examined 50 claims filed for boats that sank underway, ranging from a 54-foot ocean-going sailboat to a tiny personal watercraft. None of the sinkings involved fatalities.

Seaworthy also found that for every boat that sinks underway, four boats sink at the dock. "More boats sink

at the dock because boats tend to spend a majority of their time at the dock," said Bob Adriance, BOAT/U.S. technical services director, who conducted the study. "When a boat leaves the dock, someone is aboard. Therefore, a leak is usually discovered and fixed before it sinks the boat."

Adriance said that transom height, the height of the boat in the stern, is the single most critical reason boats are flooded in open water. "Out of the 15 boats in our sample group that were swamped, 13 were powered by outboard motors, with engine cutouts only inches above the water," he said. People with low-transomed boats should be very conscious of weight distribution on the boat, and avoid storing heavy items like scuba tanks or ice chests loaded with drinks in the stern. It's also important to make sure the cockpit drains are open, not plugged with leaves and other debris.

Seaworthy has just published a free brochure, "Why Boats Sink (And How to Keep Them Afloat)," available online at www.boatus.com or by calling 800-274-4877.



How Much Water Do We Have?

Potomac Basin Reporter, July/August 1999

Sometimes answering a seemingly simple question can present a formidable challenge, especially when the topic is a complex system such as the metropolitan area water supply. Perhaps the most common question asked by the public, media, and decision makers during the drought has been "If the drought continues, how much water do we have left?"

The answer to this straightforward question is complex. An answer given in days, which has been the answer sought by the bulk of the inquiries, is based on estimating many variables, including reservoir storage levels, demand for water, weather and soil conditions, and other factors. Because of the dynamics of the system, these variables change on a daily basis. An answer given today could be considered misleading or wrong several weeks or even days from now. People are interested in the methods used to reach conclusions, yet it is difficult to explain the system without giving a short course in hydrology. How can the strength and resiliency of the water supply system be explained to consumers?

Perhaps the best way to describe what the water system can sustain is in simulating conditions that are far more extreme than any conditions actually experienced, and test the system's response to unrestricted demands. The "doomsday scenario" was developed by CO-OP personnel to illustrate the system's resiliency.

The scenario was drawn up to create a "worst drought" by using the lowest recorded river flow for each day of the year over the course of the last 100 years of gage records. The scenario also assumes drought condition



rainfall, so that there is no appreciable summer-fall recharge of any of the reservoirs.

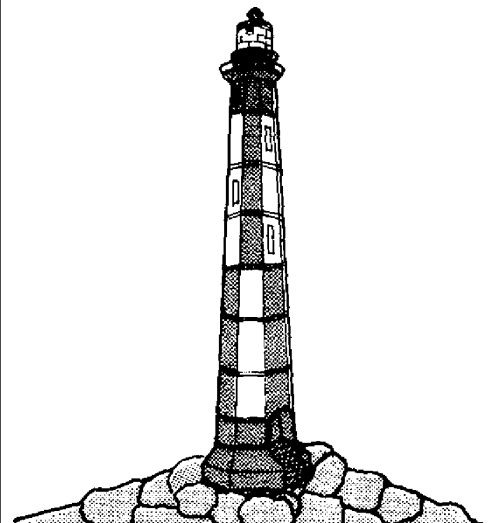
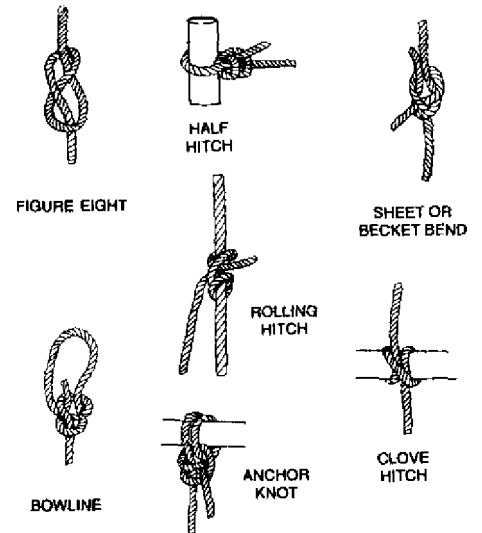
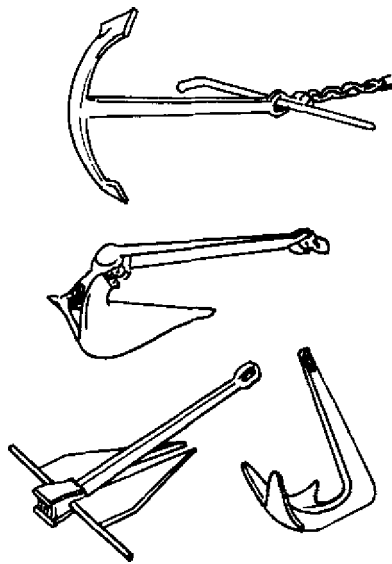
Under these conditions, normal river flow is adequate to meet demand and flowby requirements until mid July, when releases would be required. Releases from Jennings Randolph Reservoir are able to meet supply and flowby demands through the summer. In the fall, the demand for water drops along with temperatures, and utilities would resume operations without assistance from storage.

Even without appreciable precipitation, river levels will begin to elevate in fall as trees become dormant, and groundwater they used during the summer now recharges the river's base flow. The reservoir still retains well over half its water supply storage. An added cushion for water resources planners comes in assessing the winter recharge rate for Jennings Randolph. If for some reason Jennings Randolph was completely emptied of water supply storage by the time demands decreased in the fall (which is not experienced even in the worst-case scenario), the reservoir would completely refill by the following June under weather conditions experienced in any year from 1930 to the present.

"This system is wonderfully resilient," said CO-OP's Erik Hagen. "Under this scenario, substantially worse than anything we've ever seen, we start a new year with the resources we need to provide for water demands."

Hagen finds the situation on the Potomac to be drastically different than work earlier in his career, on the Seattle, Wash., water supply. "They couldn't meet unrestricted demands under a worst-case scenario there," he noted. "They can count on having mandatory restrictions at least 3 years out of every 100. Their reservoir is small and doesn't recharge quickly.

Here, we can't find a year in the historical record that gives us problems in meeting unrestricted demands. Water use restrictions are a way of life for the residents of Seattle." Future growth in the region, along with future assessments of flowby needs for the river segment below intakes will increase demands on the river, and conservation measures could become a regular part of water supply equation for the metro area in the future.





OYC Practicing for the 2000 dinghy race

Upcoming Events

Dec 4	WVA Parade of Boats and Lights
Dec 6	PRYCA Board Meeting at Seafarers
Jan 29	Change of Watch Dinner Dance



Potomac River Yacht Clubs Association



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Address Correction Requested