

QYC NEWSLETTER

QUANTICO YACHT CLUB, Inc.
P.O. Box 21 • Quantico, Virginia 22134

July 4, 2000

Volume VI, Issue 7

HAPPY BIRTHDAY TO THE UNITED STATES OF AMERICA!

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COMMODORES COMMENTS

Ross Horton

Summer is here and the boating season is in full swing. This past June was an outstanding month for the Club with numerous activities for everyone. The Club was well represented in the Race for the Cure to benefit breast cancer research and on the same day hosted the Kid's Kup Regatta to benefit St. Ann's Infant and Maternity Home in Hyattsville, Maryland. The race was a rousing success and the post race social event and auction were even better. The comments that I heard from the racers from other clubs up and down the river is that QYC certainly does know how to put on a regatta.

June continued with a PRYCA gathering, Cobb Island Days, which was attended by a number of members who ventured down river to socialize and show the flag. The Father's Day Cookout was, as always, a huge success with cooperative weather, a large crowd and plenty of good food, drink conviviality. The month was rounded out on June 24th with Treasurer Phil Rogers' world famous Frogmore Stew.

July continues the activity with the July 4th Cruise to Coles Point Plantation. There are numerous activities planned, including fireworks, listed in the clubhouse. There is also a PRYCA Summer Float-in at Fort Washington. The fun has just begun!

On a sadder note, we have all heard about the two fatal boating accidents that have already occurred on the Potomac this summer. Boating is supposed to be a fun family activity. It should not be unsafe and should not result in senseless loss of life. It is my understanding that neither of the victims was wearing a pfd. In the case of the accident down by Wades Bay, a small boat got caught in a storm and capsized. All of the occupants should either have been wearing pfd's or had them readily available.

This brings me to my point. The previously scheduled Coast Guard Auxiliary Courtesy Marine Examination at the Quantico Marina was officially cancelled because of weather. Nevertheless, an Examiner did come down and inspected a number of boats. The courtesy inspection will be rescheduled, probably in July. The date has not yet been determined so check with the Harbormaster. In addition to making sure that your boat and equipment complies with the applicable Coast Guard requirements, the Examiner will discuss with you the merit of having certain additional equipment such as a marine radio, "dewatering device" and backup (I did not make that up--it's a bilge pump and a bucket) first aid kit and suitable ground tackle. The inspection is free and it is NOT an official law enforcement activity that will result in a citation if your boat fails. The examination is advisory only and is a good way to make sure that your boat meets the MINIMUM requirements.

In addition to the CME inspection, we are attempting to arrange a day for us to practice firing a flare gun and lighting a hand held signal flare. Many of us have been required to carry pyrotechnic signaling devices, such as flare guns, for years but have never used one. We all have outdated flares that could be used for practice. The Club will work with MCCS and with the Coast Guard Auxiliary to try to arrange a practice session.



VICE COMMODORE'S VOICE Sandy Huizenga

I want to thank everyone for their contributions and time for making the "Walk for a Cure" a success. The weather was great and we as "QYC" had a great turn out. Pictures of the event are posted at the Club.

As the Vice Commodore, the Executive Board has suggested I gather history on the QYC and put it together. So I am asking for the membership to call or send or e-mail me any information they may have for QYC's past years. I am interested in the experienced member's information and wisdom.



SECRETARY'S SCRIBBLES Ed Wright

This newsletter is being put together over the July 4th cruise (actually after the cruise, as I never did find any time to "work"). The cruise was another resounding success, and the boat decorating contest resulted in a magnificent display by all of the QYC boats. Looking at all the various displays caused me to think a little bit about how we all fly our flags aboard and what they represent. Most of us fly the national ensign (United States Flag) or the yacht ensign aboard our boats. The yacht ensign was actually created by the New York Yacht Club in 1848 to distinguish pleasure boats from commercial ones (they all apparently looked similar back then), and thus save the pleasure boaters from paying local duties when travelling abroad for yacht races. According to John Rousmaniere, *The Annapolis Book of Seamanship* (1983, 1989), the size of the ensign is determined by the size of the boat that flies it. On the fly (the flag's horizontal measurement) there must be a minimum of 1 inch per 1 foot of the boat's overall length. Following this rule then, a thirty-foot boat should display an ensign no less than thirty inches long. On sailboats, the ensign should be flown from either a flagstaff on the stern, or from the leech of the aftermost sail, two-thirds of the way up from the clew. Mr. Rouamniere's book as an entire section on flag etiquette that also covers burgees, private signals, other flags, and code flags, including the recommended sequence of code flags for a proper "dress ship" display (done on July 4th and other dates specified by authorities). Elbert S. Maloney states in *Chapman Piloting Seamanship & Small Boat Handling, 58th Edition* (1987), that the ensign is flown from a staff on the stern on all boats while at anchor, and on powerboats underway on inland waters. When a powerboat has a mast and gaff (such as a trawler might), then the proper display is at the gaff. On a sportfisherman, where a stern mount would be in the way of fishing action, the ensign is flown from a halyard behind the tuna tower. I've noted that some of us fly our flags properly (per these

two publications), and some of us are close (and may be ridiculed one day by those NYYC yachties). Either way, we all display our patriotism, our military alliances, and other personal preferences through these displays. We also look damn good when we fly all those flags!

IMPORTANT NUMBERS TO REMEMBER

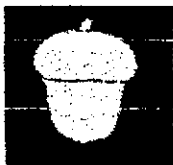


QYC Clubhouse: 703-784-2129
Marina Office: 703-784-2359

QYC Web Site: www.anglefire.com/va/qyc

Boat/U.S. Accord #GA80093Y

Use this number when you renew your Boat/U.S. Membership for the QYC discount rate.



TREASURER'S BOTTOM LINE

Phil E. Rogers

There is no question about it—the boating season is in full swing. QYC has had its Memorial Day cruise, the Mothers Day and Fathers Day events, and now we are getting ready for the big 4th of July 2000 Cruise to Coles Point Plantation. There are a lot of activities planned for this event. I am busy trying to figure out how I will decorate the boat for the 4th of July and the subsequent judging. I understand there is a lot of prize money a stake here. I have already been told that there is no way the power boaters can compete with the sail boaters—they can hang more flags—we'll see.

I mentioned last month that if there were enough interest I would pick a Saturday night and fix some Frogmore stew. At the last meeting I announced that the date would be June 24th. That event really turned out nice and I think everyone truly had a great time. There were about 20 people in attendance; and we made some money too. Everyone that signed up, or told me they planned on attending, was there. Making definite reservations is really necessary in order to plan for the amount of food needed. I think it would be great if we were to have more Saturday evening diners like this in the future. In fact I have some more diner menus in mind.

If you haven't noticed the Sea Cabin is back—finally. It is so nice to have her back. I have a huge list of little projects I have thought of over the past six months (while she was gone) that I would like to get done. The other day I put new carpet padding down. Of course in conjunction with this project I took the carpet home and spread it out on the garage floor and gave it a good shampooing; and while all the carpet and padding was out, I painted the decks. Isn't it always the case—you start a simple project and it grows exponentially. My next project is to paint my engine room.

You better not miss the next meeting on the 14th of July. I am sure there will be some wild stories to share from the 4th of July cruise. There are also several new members that have joined recently and everyone needs to meet. As I have said many times before, attending the meetings is the best way to keep informed on what is happening around the marina. I hope I will see you there.



FLEET CAPTAIN'S CALL

Ray Williams

Summer is in full swing and we all should be out enjoying our boats. One matter for concern is that with the uncertainty regarding the pier repairs it may become necessary to move the dingy rack. If you have a dingy on the rack, please register it with the Harbor Master. That way if we need to move the rack we know whom to notify. For upcoming projects, I will be installing handrails on the steps to the clubhouse, a handicapped ramp, and some spot painting. If you feel you have a unique talent or would just like to help, stop me on the pier, call me on the phone, or send me an e-mail. Thanks!



CRUISING NEWS

Cliff and Sandy Roy

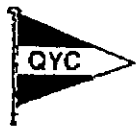
June was rather quiet for cruising. We did have four boats travel down to Cobb Island for the PRYCA Cobb Island Days. They were; *In Our Dreams*, *Party of Four*, *Yes Dear...* and, *AMERID III*. Once again there was a very nice cocktail party given by Don Thayer, Commodore of the Cobb Island Yacht Club, and Barbara. The weekend seemed to go fairly well, except for some minor problems such as slips that were to small for a few boats and electrical problems.

The weather was great, the seas were calm, and there were plenty of drinks for all. Our next cruise is to Coles Point Plantation for the 4th of July. Hope to see you all there. Our thanks to Phil and Patty Rogers for the feast of Frogmore Stew on the 24th of June. Our next cruise will be the cruise to no-where. Please sign up now. I understand there's a great party planned for this cruise. Don't forget to bring a dish to pass. I feel it would be great if we all went to Mattawoman Creek and rafted up for the day and then returned to the club for the Party in the evening. Please give me your input on this. Thank You, Cliff & Sandy.



SOCIAL NEWS
Sandy Huizenga

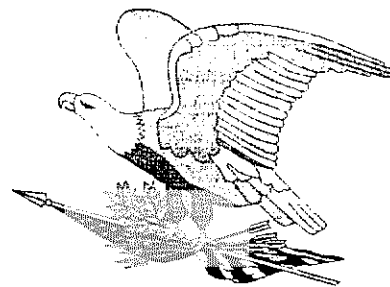
Our Father's Day social event was a great success. I want to thank Jim Hale for sponsoring the dinner. It was a HOT day and everyone who attended had a great time. As usual, the Club brought out great dishes to share, and everyone helped with the clean-up. Thank you to all who participated. Thank you to last month's Weenie Queen, who was Sam Gooding, and the 50/50 raffle was a great success, too. Also, thank you to Joe Hansen for supplying the refreshments for the events. The month of July isn't busy for Social, but will be a great cruising month. We all look forward to the 4th of July Cruise. The help and cooperation and work of all the members make all of the events successful. Again, Thank You to all who participated.



QUANTICO YACHT CLUB
CALENDAR OF EVENTS

- July** 1-5 4th of July Cruise - Coles Point Plantation
- 14th QYC Meeting
- 14-16 PRYCA Summer Float-in at Fort Washington
- 25th QYC Executive Board Meeting
- August** 11th QYC Meeting
- 12-13 QYC Cruise to Nowhere
- 12th QYC Summer Party
- 12-13 PRYCA Dog Days of Summer at Colonial Beach
- 22nd QYC Executive Board Meeting

- Sept.** 2-4 QYC Labor Day Cruise
- 8th QYC Meeting
- 9th National Capitol Leukemia Cup Regatta
- 22-24 PRYCA End of Summer Party
- 26th QYC Executive Board Meeting
- 30th QYC Crab Feast
- October** 7-9 QYC Columbus Day Cruise
- 8th Dahlgren Under the Guns Regatta (DYC)
- 13th QYC Meeting
- 14-15 QYC Frostbite Regatta
- 21st Fall Clean-up Day at the Clubhouse, begins at 0900
- 22nd Rain Date for Clean-up Day
- 24th QYC Executive Board Meeting
- Nov.** 6th PRYCA Delegates Meeting & Elections
- 10th QYC Meeting
- 21st QYC Executive Board Meeting
- Dec.** 2nd Parade of Lights - Washington Channel
- 9th QYC Meeting & Christmas Party
- 19th QYC Executive Board Meeting



Have you ever wondered what happened to the 56 men who signed the Declaration of Independence?

Five signers were captured by the British as traitors, and tortured before they died.

Twelve had their homes ransacked and burned.

Two lost their sons serving in the Revolutionary Army; another had two sons captured.

Nine of the 56 fought and died from wounds or hardships of the Revolutionary War.

They signed and they pledged their lives, their fortunes, and their sacred honor.

What kind of men were they?

Twenty-four were lawyers and jurists. Eleven were merchants, nine were farmers and large plantation owners; men of means, well educated. But they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured.

Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts, and died in rags.

Thomas McKean was so hounded by the British that he was forced to move his family almost constantly. He served in the Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.

Vandals or soldiers looted the properties of Dillery, Hall, Clymer, Walton, Gwinnett, Heyward, Rutledge, and Middleton.

At the battle of Yorktown, Thomas Nelson, Jr., noted that the British General Cornwallis had taken over the Nelson home for his headquarters. He quietly urged General George Washington to open fire. The home was destroyed, and Nelson died bankrupt.

Francis Lewis had his home and properties destroyed. The enemy jailed his wife, and she died within a few months.

John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and his gristmill were laid to waste. For more than a year he lived in forests and caves, returning home to find his wife dead and his children vanished. A few weeks later he died from exhaustion and a broken heart.

Norris and Livingston suffered similar fates. Such were the stories and sacrifices of the American Revolution. These were not wild-eyed, rabble-rousing ruffians. They were soft-spoken men of means and education. They had security, but they valued liberty more.

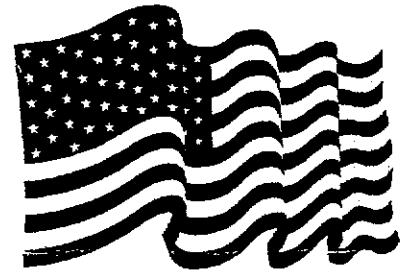
Standing tall, straight, and unwavering, they pledged: "For the support of this declaration, with firm reliance on the protection of the divine providence, we

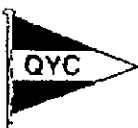
mutually pledge to each other, our lives, our fortunes, and our sacred honor." They gave you and me a free and independent America.

The history books never told you a lot about what happened in the Revolutionary War. We didn't just fight the British. We were British subjects at that time and we fought our own government!

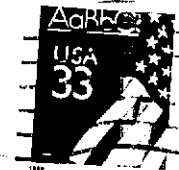
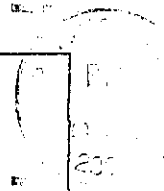
Some of us take these liberties so much for granted, but we shouldn't. So, take a few minutes while enjoying your 4th of July holiday and silently thank these patriots. It's not much to ask for the price they paid.

Remember: freedom is never free!



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