



PRYCA Float-In



Newsletter

Editor: Don Basham

Mid Summer at Cole's Point

July 2011

FLOAT IN WELCOME MESSAGE from The PRYCA COMMODORE – Ruth Lovelace

Well we have made it through the first half of the 2011 boating session and all of us have felt most of the natural elements as well as the economic impacts that have tried to defeat our spirits, but never let it be said that there isn't passion and respect for this hobby we call "boating". It is without a doubt one of the most rewarding and relaxing events that anyone ever attempts. As we have all found there are trials and tribulations in today's world, but it is for the love of the water and the freedom that it brings to all of us that we endure to keep "a float!" Who would have ever thought that we would be excited to find fuel for \$4.00 a gallon!

I want to welcome all of you to the 2011 PRYCA FLOAT-IN. I also want to thank Rear Commodore Mike Crouch for his tireless efforts to make this one of the best Float –Ins ever and our trusty Fleet Captain Chevy Rice, she has been by our side through thick and thin and for that I applaud her. She is responsible for your slip assignment so PLEASE thank her; this is by far NOT AN EASY task. She also single handedly oversaw the T-Shirt contest and what a mighty fine shirt it turned out to be....Thank you to our winning entry, Ashley Akerblom and to all those for contributing! Ashley will now enjoy the privilege of saying Yes, that's my design! I cannot forget our trusty Treasurer; those were LARGE shoes to fill with our patriarch Treasurer stepping down this year but Treasurer Joey Sewell kept us straight and on budget....Thanks Joey! Please take a moment

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PRYCA 2012 Change of Watch By Don Basham

The 2012 Change of Watch is approaching. It will be held on January 21st at the Springfield Hilton, as has been for the past several years. The band will be the same as for this year's Float-In, The 25th Hour, which has been a hit with PRYCA Member Clubs to date. The Host for the Hospitality Suite will be announced at a later date. If your club wants to be the Host, let your Club Delegate know and we will decide at the November Delegate's Meeting at Capitol Yacht Club. Hope to see the usual great turnout for this grand yearly event.

PRYCA Fleet Captain Report Welcome to the PRYCA 2011 Float-In at Coles Point!!!!

This is a new adventure for us all and I am looking forward to a fun filled weekend! The PRYCA Board of Officers and staff at Coles Point have gone to great lengths to make this event the best Float-In Ever!!! My job, as your Fleet Captain, is to do my best to meet your docking needs and to be available to assist you, answer any questions you may have and ensure that all have a wonderful and safe experience here at **Coles Point!!!!** Boat Safely and Enjoy! Thanks, Chevy

BOATERS BEWARE CONGRESS IS ATER YOUR TAX DEDUCTION BY Randy Blanks, MAL

All boaters need to beware of the proposed legislation cited below to remove the exemption for deducting interest on your boat mortgage. It is boat specific, second vacation homes would still be deductible. It is not clear why these congressmen have singled out the boating community. Write your congressman and vigorously oppose this legislation.

112th CONGRESS
1st Session
H. R. 1702

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(continued from page 1) (Commodore's Welcome)

to thank all of your PRYCA Bridge Members for putting on a GREAT WEEKEND. There is much in store and we hope all of you will enjoy it to its fullest. Of course I couldn't forget our host marina, Coles Point Plantation, Trina and her staff that has assisted us with getting this event off the ground. Please let Trina know how much you enjoyed yourself this weekend and also the catering staff headed up by chef, Chris. Please everyone REMEMBER YOUR WAIT STAFF....even though PRYCA does include the tip in your weekend fees, they do not cover tipping at the bar when you all receive service.

This weekend is one that should be fun for all, remember to treat one another with friendship and camaraderie as we all come together with one common interest, BOATING and of course FUN. It is the Marina's request that everyone treat each other as they wish to be treated and share the fun and enjoyment you had with others so that we may continue to support the efforts to keep boating and the waterfront our peaceful sanctuary.

I am pleased to welcome the 25th Hour band once again to entertain us on Saturday evening. They are without a doubt the best band on the Potomac River. We are not only going to enjoy them again here at the Float-In but we will have them once again join us for the 2012 Change of Watch Ceremony at the Springfield Hilton on January 21, 2012. Vice Commodore Don Basham has begun planning the event and finalizing menu selections. The prices will be posted very soon so please mark your calendars and SAVE THE DATE.

Again as the 2011 PRYCA Commodore I welcome you to the Float-In enjoy yourself and one another, be safe and considerate and good luck in the completion and the games!

Boat Safe This Spring – Avoid Hypothermia
By Randy Blanks

Spring is approaching; however, warm water is still a distant thought. Please keep in mind that the frigid waters on the Potomac can be life threatening. Some good safety tips I found on the Boat Safe Web site.

Even when the weather is warm, do not forget that in many areas the water can be very, very cold. A sudden unexpected wake or other "unbalancing event" can land you in the frigid water. Although the possibility of drowning from falling into the water is a real threat, so too is hypothermia.

Hypothermia is a condition that exists when the body's temperature drops below ninety-five degrees. This can be caused by exposure to water or air. The loss of body heat results in loss of dexterity, loss of consciousness, and eventually loss of life. A few minutes in cold water makes it very difficult to swim, even to keep yourself afloat. In addition, a sudden, unexpected entry into cold water may cause a reflexive "gasp" allowing water to enter the lungs. Drowning can be almost instantaneous. *Your body can cool down 25 times faster in cold water than in air.* If you

examine the chart below you will see that survival time can be as short as 15 minutes. Water temperature, body size, amount of body fat, and movement in the water all play a part in cold water survival. Small people cool faster than large people and children cool faster than adults.

PFDs can help you stay alive longer in cold water. You can float without using energy and they cover part of your body thereby providing some protection from the cold water. When boating in cold water you should consider using a flotation coat or deck-suit style PFD. They cover more of your body and provide even more protection.

Hypothermia does not only occur in extremely cold water. It can, and does, occur even in the warmer waters of Florida and the Bahamas.

Hypothermia Chart		
If the Water Temp. (F) is:	Exhaustion or Unconsciousness	Expected Time of Survival is:
32.5	Under 15 min.	Under 15 - 45 min.
32.5 - 40	15 - 30 min.	30 - 90 min
40 - 50	30 - 60 min.	1 - 3 hours
50 - 60	1 - 2 hours	1 - 6 hours
60 - 70	2 - 7 hours	2 - 40 hours
70 - 80	3 - 12 hours	3 - Indefinite
Over 80	Indefinite	Indefinite

Hypothermia is progressive - the body passes through several stages before an individual lapses into an unconscious state. The extent of a person's hypothermia can be determined from the following:

1. *Mild Hypothermia* - the person feels cold, has violent shivering and slurred speech.
2. *Medium Hypothermia* - the person has a certain loss of muscle control, drowsiness, incoherence, stupor and exhaustion.
3. *Severe Hypothermia* - the person collapses and is unconscious and shows signs of respiratory distress and/or cardiac arrest probably leading to death.

Conservation of heat is the foremost objective for a person in the water. To accomplish this, limit body movement. Don't swim unless you can reach a nearby boat or floating object. Swimming lowers your body temperature and even good swimmers can drown in cold water.

If you can pull yourself partially out of the water - do so. The more of your body that is out of the water (on top of an overturned boat or anything that floats), the less heat you will lose. Especially keep your head out of the water if at all possible - this will lessen heat loss and increase survival time.

Wearing a PFD in the water is a key to survival. energy expended and allows you to assume the heat escape lessening position - **H. E. L. P.**

(Continued on Page 6) (Hypothermia)

The Clean Boating Act **By Randy Blanks, MAL**

Remember the hoopla about no discharge of anything in the water without a permit. Well Congress fixed the problem – *maybe*. I recently participated in an Environmental Protection Agency (EPA) Webinar about their current rule making activities relating to the Clean Boating Act. I will try to summarize what I heard on the Webinar. However, do not take my work as the final authority. I urge all of us to go the web sites I will provide and make sure our voices are heard and no onerous rules are enacted.

According to the EPA regardless of what you may have heard, no decisions have been made as of May 2011. The EPA is reacting to the Clean Water Act of 2008, which gave us a reprieve and avoided the requirement for permits for the discharges from the normal recreational boating that we heard so much about. The clean Water Act requires the EPA to:

Determine discharges for which reasonable and practical remediation can be implemented.

Develop a set of standards

Issue instruction which would be in the form of Coast Guard Rules.

Nothing will become binding from the federal perspective until the coast Guard rules are issued; however, there are state rules already in effect in some states (CA., FL. And MI). The EPA cited these states for activities that are in place and practical to implement. According to the EPA, the intent of Congress for to differentiate the recreational boater from the larger and complex commercial boating activities. If the law had not been changed, we may have faced the required to buy expensive test equipment for example to measure discharges. The EPA is looking for early input from the boating community with ideas from best management practices, clean marinas etc. They claim to want simple and practical measures we can all follow at little or no expense. They are addressing topic such as oily bilge water discharge, engine maintenance in the water, fueling practices and corrosion control. They are also looking at controlling the secondary spread of aquatic nuisance species such as Quagga Mussels and Hydrilla.

The EPA is holding listening sessions and Webinars across the country. They expect to have the Proposed Rules in the summer of 2012 and the final Phase 1 Rules by 2013. Some useful websites if you want to learn more are listed below.

- <http://water.epa.gov/lawsregs/lawsguidance/cwa/vessel/CBA/about.cfm>
- <http://www.epa.gov/dfepubs/projects/formulat/formpart.htm>

(Continued on page 4) (Clean Boating)

(Continued from page 1) (Boaters Beware)

To amend the Internal Revenue Code of 1986 to allow the mortgage interest deduction with respect to boats only if the boat is used as the principal residence of the taxpayer.

IN THE HOUSE OF REPRESENTATIVES

May 3, 2011

Mr. QUIGLEY (for himself, Mr. WALZ of Minnesota, and Mr. PETERS) introduced the following bill; which was referred to the Committee on Ways and Means

A BILL

To amend the Internal Revenue Code of 1986 to allow the mortgage interest deduction with respect to boats only if the boat is used as the principal residence of the taxpayer.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the 'Ending Taxpayer Subsidies for Yachts Act'.

SEC. 2. MORTGAGE INTEREST DEDUCTION ALLOWED WITH RESPECT TO BOATS ONLY IF BOAT IS USED AS THE PRINCIPAL RESIDENCE OF THE TAXPAYER.

(a) In General- Subclause (ii) of section 163(h)(4)(A) of the Internal Revenue Code of 1986 is amended by inserting '(other than a boat)' after '1 other residence of the taxpayer'.

(b) Effective Date-

(1) IN GENERAL- The amendment made by this section shall apply to indebtedness incurred after the date of the enactment of this Act.

(2) SPECIAL RULE FOR REFINANCINGS- For purposes of this subsection, indebtedness resulting from the refinancing of indebtedness shall be treated as incurred on the date the refinanced indebted

To: All PRYCA Club Members – From Commodore Ruth Lovelace

A recent letter was sent to one of our MAL's that was of great concern and interest to all of us on your PRYCA Bridge. It concerned "wake". I am sure that all of us have a one time or another has encountered wake that was created by someone outside of a "wake zone" or a duly recognized area that SHOULD be a "wake zone". I wanted to send out a general reminder to all that the age old rule still applies....You, the boat owner, are responsible for the wake generated by your vessel".....ANYTIME! It is sometimes misunderstood that wake is generally only enforceable in a No Wake Zone, this is of course true but it is enforceable during any situation that wake is found to be the cause of damage.

(Continued on page 4) (Commodore –Safe Boating)

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There has been a serious concern with local boaters not recognizing anchored vessels or rafted vessels, these are clearly vessels that are not under power or not able to mitigate the wake. Therefore it is the operators (owner) responsibility to administer care and caution and avoid any damage that may be incurred. Now, with that said it is of course not advisable to anchor in a waterway that is frequently traveled such as a channel or fairway or even a tidal area close to either of these types of approaches.

Please be mindful during the operation of your vessel as well as the locations that are selected to anchor or raft and enjoy an afternoon. If you do experience damage from another vessels wake try to copy the registered numbers, if possible, or the name posted on the transom. This can be reported to the USCG and a report made of the damages. This is a very difficult violation to report/recover but yet possible.

It is encouraged that all vessel operators take a safe boaters course. There are several available through the USCG Aux and the Power Squadron. Please feel free to contact these groups and encourage your club members to attend. I have also attached an on-line course if you're interested in distributing. If anyone has any questions or comments please feel free to contact me directly or any member of the PRYCA Bridge. Thank you.

<http://www.boaterexam.com/usa/virginia/>

Published from the USDHS / USCG Navigation Center

While vessels under 1600 GT are not specifically required to manage their speed in regards to wake, they are still required to operate in a prudent matter which does not endanger life, limb, or property (46 USC 2302). Nor do the Navigation Rules exonerate any vessel from the consequences of neglect (Rule 2), which, among other things, could be unsafe speeds (Rule 6), improper lookout (Rule 5), or completely ignoring your responsibilities as prescribed by the Navigation Rules.

As to whether or not a particular vessel is responsible for the damage it creates is a question of law and fact that is best left to the Courts. For more information, contact your local Marine Patrol or [State Boating Law Administrator](#).

<http://www.navcen.uscg.gov/?pageName=navRulesFAQ>

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- Google Regulations.gov and then type in a query for EPA-HQ-OW-2011-0119 to track what the EPA is doing
- You can send email comments to OW-docket@epa.gov
- Mail comments to:

Water Docket
Mail code 2822-1T
1200 Pennsylvania Ave, NW
Washington D. C. 20406
Attn: docket IDNo: EPA-HQ-OW-2011-0119

Happy boating and remember you can make your opinion heard by contacting the EPA.

Chesapeake Bay

By Anne Blanks

The Chesapeake Bay-fed by the freshwater streams and salt waters from the Atlantic Ocean –is one of the greatest and most productive estuaries in the world. This national treasure has been a source of food, recreation, transportation and employment, and inspiration for generations.

But this precious resource is dangerously out of balance.

Pollution degrades its water quality, destroys critical habitats, puts human health at risk, and costs jobs. The Chesapeake Bay Foundation 's (CBF) vision is a saved Bay with clear water, healthy oxygen levels, and abundant seafood which is free of toxics.

The Chesapeake Bay Foundation, the largest independent conservation organization in the mid-Atlantic, works for the effective, science –based solutions to the pollution ravaging the Bay and its rivers and streams. The motto, Save the Bay.” Is a regional rallying cry for pollutions reduction throughout the Chesapeake’s six-state, 64,000 square-mile watershed.

The Chesapeake Bay Foundation strives to achieve its mission of a saved Bay through its renowned education, advocacy, litigation, and restoration programs. These programs are funded by donations-large and small- from individuals and corporations in the Bay states and nationwide.

Visit cbf.org/donate to help fight for clean water.

(information from the Chesapeake Bay Foundation 2011 calendar)

Cobb Island Yacht Club Hosts Summer Kick Off

By Bill Hocker

Donations Raise \$1,500 for Charity

June 21, 2011—With 35 vessels and over 150 registrants in attendance, The Cobb Island Yacht Club’s (CIYC) Summer Kick-Off weekend June 17-19 was a huge success.

According to CIYC’s event organizer, Vice Commodore Bill Hocker, “It took some special logistics and great help from a number of volunteers and local businesses to accommodate the large number of boats and participants, but clearly this year’s Summer Kick Off was the best ever.”

The Summer Kick Off began with the Friday arrival of several participating yacht club vessels—some as far away as Occoquan, VA—and a “**Captain’s Welcome**” **Friday evening**. Saturday’s activities included a Kayak Adventure, Scavenger Hunt, Osprey Banding Demonstration, Pig Roast Dinner, and live evening entertainment by the group “Slow Shot.” The weekend event concluded Sunday morning with a Bon Voyage breakfast and an invitation to attend the PRYCA’s Float-In at Coles Point Marina July 15-17.

The CIYC is one of 24 yacht clubs along the Potomac River that belong to the Potomac River Yacht Clubs Association (PRYCA). The CIYC Summer Kick Off is considered the premier inaugural event for the yachting season.

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Further, the CIYC annually partners with two local businesses to support the local food bank. This year nearly \$1,500 was presented to the Wayside Food Bank, a local volunteer organization that provides food and clothing each month to approximately 50 families in the Cobb Neck area.

In receiving the donation, Joanne Martin, Wayside Food Bank President, noted that, “As a 501(c.)3 organization, we rely totally on volunteers and contributions, and we have many families in need. It was heart-warming to not only be a part of CIYC’s Summer Kick Off, but also to see the tremendous generosity of its participants, especially those from outside the Cobb Neck area.”

Two Cobb Island establishments spearheaded the donations effort—The Cobb Island Gallery and Coffee Shop owned by Linda and Jim Riggs, and The Scuttlebutt Restaurant and Marina owned by Bob and Nancy Rice. Hocker noted that, “These folks are great community citizens who not only spent countless hours helping to organize the event, but also brought a lot of community pride to Cobb Island for the outstanding success of the Summer Kick Off.”

Anyone interested in knowing more about the Cobb Island Yacht Club and its activities may visit <http://www.cobbislandyachtclub.com>.

Baby Osprey



The Beadmaster



(Continued from Page 2) (Hypothermia)



This position, commonly referred to as the fetal position, permits you to float effortlessly and protect those areas most susceptible to heat loss including the armpits, sides of the chest, groin, and the back of the knees. If you find yourself in the water with others, you should huddle as a group to help lessen heat loss.

Treatment of hypothermia can be accomplished by gradually raising the body temperature back to normal.

Re-establishing body temperature can be as simple as sharing a sleeping bag or blanket with another individual, or applying warm moist towels to the individual’s neck, sides of chest and groin. Remove wet clothes as they inhibit heat retention. A warm bath could be used for mild to medium hypothermia, gradually increasing the temperature. Keep arms and legs out of the water and do not attempt to raise the body temperature too quickly.