



Occoquan Yacht Club
P.O. Box 469, Occoquan, Va. 22125

The Daymarker

May, 1984, Vol. I, Issue 1

Spring 1984

1984 OCCOQUAN YACHT CLUB SCHEDULE OF EVENTS

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| 19 May | - Opening Ceremony and Flag Raising, Prince William Marina |
| 19 & 20 May | - Overnight Cruise to Mattawoman Creek |
| 30 May | - General Membership meeting (Charlie Brown's) |
| 9 June | - Blessing of the fleet, Occoquan River |
| 9 & 10 June | - Afternoon/overnight cruise to Wades Bay/Aquia Creek |
| 23 & 24 June | - Cruise to St. Mary's City |
| 18 & 19 Aug. | - Overnight cruise to Mount Vernon |
| 8 & 9 Sept. | - Overnight cruise to Popes Creek Md |
| 15 Sept. | - Open Regatta and Predicted Log Race |

1984 OCCOQUAN YACHT CLUB OFFICERS AND EXECUTIVE BOARD

Commodore	Bill Shaw	491-8227
Vice Commodore	Gene Fichter	250-6182
Executive Rear Commodore	Aaron Martin	491-1287
Secretary	Nedra Connor	491-3176
Treasurer (pro tem)	Ed Connor	491-3176

Commodore's Comments. Welcome Aboard as we formally start our first year as an organized club. Charting our course will be easier with your assistance. I encourage you to make suggestions and recommendations to any club officer at any time, and of course at our general meetings. Below you will find information helpful to your enjoyment of boating and sailing in our local area. "Safety Afloat" is our watchword, please keep it in mind as you set out. As we are growing rapidly, I have not had the chance to meet all of you. Please stop by and say hello to me and my family on the "Rusty Nail."

Next Meeting. The next General Membership meeting will be held at Charlie Brown's Restaurant in the Lake Ridge Shopping Center (corner Davis Ford and Old Bridge Roads) at 19:30 on Wednesday, May 30. In addition to club business and socializing, we hope to have a guest speaker to address boating safety.

Proposed change in the By-laws. The original By-laws did not provide for a family membership. It is proposed that a class of family membership be established where both husband and wife, one of which must qualify for regular membership, can obtain a family membership (where both can vote and hold office) at a reduced rate. The proposed rate is \$25 instead of \$30 for 2 regular memberships. (NOTE: as an interim measure, family membership was established by the Executive Board on April 15.) In accordance with our By-laws, this must be voted on and approved by the General Membership.

Historian Needed. The Executive Board desires to appoint a club historian. The historian will maintain a combination scrap book and photo album provided by the club. Volunteers will be accepted at the May 30 meeting.

Public Affairs Officer Needed. The Executive Board also desires to appoint a Public Affairs Officer to assist in preparing press releases, the club newsletter, etc. Volunteers will be accepted at the May 30 meeting.

Membership Package. Along with this newsletter you have received your membership card. Due to postage costs we have elected to have your copy of the By-laws available at the May 30 meeting for pick-up. Copies will be mailed to those unable to attend. Our club OYC logo decal is currently cost prohibitive. Research is continuing and they will be purchased and provided when a reasonable supplier is found.

Treasurer. Our initially elected Treasurer, DAVE KITCHEN, is unable to serve due to an impending out-of-area transfer. ED CONNOR is serving pro tem. Nomination and election of a new Treasurer will occur at the May 30 meeting.

Opening Ceremony and Flag Raising. The opening ceremony and flag raising will take place Saturday, May 19 at 11:30, at Prince William Marina. The ceremony will be followed by a (bring your own) picnic lunch on the lawn, or on each others' boats if the weather is bad. Weather permitting, we will get under way between 14:00 and 15:00 for our first overnight cruise to Mattawoman Creek. If this is your first cruising experience, please feel free to contact any club officer for ideas and advice.

BURGEES

Burgees can be custom ordered directly from the National Capitol Flag Co., Alexandria, VA. these are high quality, long lasting burgees which currently list for \$25 plus tax for a \$26 total. The club is investigating a silk screen version which will be less expensive. Details will appear in a future Newsletter.

Each year more and more people are getting into recreational boating with the result that there are over one hundred thousand enthusiasts in this region. Each year you also are bombarded with safety reminders and they really do some good. However, as part of the boating fraternity it is incumbent on each of us not only to practice what we preach but also to inform others if they are violating courtesies or laws.

First time boaters have a great deal to learn, not only about their vessels, but the weather, tides, their own perceptions, abilities, strengths and weaknesses. An evaluation of the aforementioned is always a good idea, especially when planning a day or extended cruise.

It would be impossible in this short column to cover all of this needed self-examination, so in this newsletter I just want to touch on a couple of items which might help make boating pleasant for you and others with you.

Drinking and driving do no mix, whether it be on the highway or waterway. Sure, I know, the weather is hot and muggy, the sun is beating down and reflecting on the water and a "cool one" would just hit the spot. Why not try fruit juice. It will satiate you as well as give you vitamins, and most of all, should not alter your perception at the helm. Save the hard stuff for when the sun is over the yardarm and your vessel is secure at a mooring or slip. Your crew will emulate the captain whose "word is law" on his/her boat. Sometimes when "a little" imbibing is done underway, some inhibitions let down and some individuals keep drinking more and more with the possibility of a resultant accident, either aboard or with another vessel. I suggest you set an example, not only in your preferred drinking habits, but also: be concerned with your guests or crew. Beer cans are not to be thrown over board. The trash bag should be one of the first things a captain points out to his guests on their initial orientation to the vessel.

The physiological reactions as well as emotional ones are not compatible with operating a boat whether under power or sail. You have a large financial investment under your control, not to mention the human element for which you are responsible. This pertains not only to the captain but the crew as well. Fun can be had without making an ass out of yourself or others. Party time can be attained when all is secure. At least give it a try. There are so many unfortunate circumstances that can arise whether it be from other boats or from that uncontrollable weather. Keep alert and all aboard will have a more enjoyable time.

As in automobile driving, a buddy system can and does work. If you find you need assistance to pilot the boat because you may have "overdone it", give another club member a call. We'll come to your aid and not go around sharing this confidential information. We are here to help each other. Much like the Neighborhood Watch program where neighbors look out for each other. Our fraternity is much closer because of our love for the water and nature. We can all share this experience. Remember, another boater can give us all a bad reputation. If you have the opportunity and you see fellow boaters disregarding courtesies such as discarding cans, bottles or trash overboard or generally making a nuisance of themselves, a word to the violaters (nicely said, of course)

should remind them of their responsibilities as well as make you feel better. Hot rodders on ego trips with a can of beer in one hand, the stereo blaring and sending up a large wake can disgust one. Let them know of the "wake rule" and perhaps even jot their boat number down. The Coast Guard Auxiliary is an ally for us. They don't have arrest powers but they are a strong lobby and positive force for "the good guy". Repeated infractions of the "maniac" should result in some action, thereby making our boating more enjoyable.

Most individuals who are members of yacht clubs or other recognized boating organizations are responsible people who are aware of the "proper" techniques in boating. It is therefore up to us to provide leadership and educate those who are ignorant of the dangerous possibilities, especially in mixing booze and boating. Providing a proper example is the best way to represent OYC.

Think twice before you plan that drink at the helm and give the fruit juice a try -- you might like it. Besides, you'll be in full control of your own capabilities and can't get a hangover this way, which will make tomorrow an even better day.

THE ERC's NOTE

A. Martin, Executive Rear Commodore

Shortly the OYC will schedule a Boat Inspection Day at the Prince William Marina. Club members will have an opportunity to have their vessels inspected by the U.S. Coast Guard Auxiliary. This courtesy inspection takes about 10 minutes per vessel and best of all it is free. The following list has been compiled from a USCGA inspection form as a guide in preparing for the courtesy inspection ...

1. Vessel's papers in order ... registration, documentation, etc.
2. Hull Identification Number ... proper location
3. Capacity Information ... proper location
4. Certification of Compliance ... proper location
5. Bell ... required if boat is over 26 feet
6. PFDs ... USCG approved type -- required 1 per person, good condition, accessible
7. Ventilation ... adequate for each engine and fuel tank compartment
8. Backfire Flame Control .. properly attached to each carburetor of each engine -- except outboards
9. Fire Extinguishers ... approved type -- adequate size and number -- good condition -- fully charged -- one required in boats of less than 26 feet
10. Sound Producing Device -- whistle, horn, etc. adequate -- one per vessel
11. Navigation Lights .. running and anchor lights installed and operating properly
12. Portable Fuel Tanks and Containers ... good condition, no leaks, properly stowed
13. Perm. Installed Fuel Tanks ... fillpipe tight to deck plate, located outside coaming or within self bailing cockpit, fuel tank vents adequate and clear
14. Electrical ... wiring in good condition, circuits fused, no knife switches in bilge, batteries properly installed
15. Distress Flares ... minimum of three USCG approved type

16. Galley stove ... marine type, properly installed
17. Paddle/Oar ... one required if vessel is under 16 feet
18. Manual Pump or Bailer ... required if vessel is under 17 feet
19. Anchor/Anchor Line ... suitable size and length for vessel and area
20. General Condition of Vessel ... good overall condition, bilges clean, free of fire hazards, bilge pumps operable

In order to facilitate the inspection it is best to have all equipment laid out beforehand. Watch for the date and time of this important event in the next newsletter.

Happy and Safe Boating!

SAFETY AND SAIL

Chuck Sands, Rear Commodore (Sail)

As the days lengthen and the weather warms, the urge to go for a sail awakens the Captain and crew from their winter hibernation.

Take time to reflect and set your mind to safety before casting off. Though the sea may not be inherently dangerous, it is unforgivingly intolerant to human error.

Make a check list to insure your boat and equipment are in a safe working order. Things you might consider on your list include:

1. Anchor and line.
2. PFD for each person on board.
3. Lights/horn/bell in working order.
4. Bilges clean, clear and free from fuel vapor.
5. Gear fastened and out of the way.
6. Tool kit available.
7. Fuel lines and tank in good order.
8. Standing rigging in good order.
9. Running rigging in good order.
10. Charts up to date and on board.
11. Radio in working order
12. Think out your man overboard procedures and practice.
13. Review the rules of the road and remember that sail boats become power boats when the motor is on.

Be prepared and remember safety is a state of mind. Sailing is one of the most exhilarating and enjoyable outdoor activities and is safe when the participants obey the rules.

NO WAKE

Common courtesy, as well as the law, specify NO WAKE zones, and times when a vessel should be slowed to minimize the wake and its effects. As you may have noticed, slowing down may not reduce wake, in fact, it will significantly displace it as a planing boat goes through the transition from the planing to displacement mode. In the Occoquan River to out past the Fairfax Yacht Club,

all vessels should be operated off-the-plane at speeds which keep the boat level, for as the bow goes up, so does the wake! Speeding up and then slowing back down is just as bad as the big wake continues up or down river well after the boat slows down to a minimum wake situation. Beyond the Fairfax Yacht Club, large planing vessels should slow to minimum wake speeds prior to passing slower non-planing vessels such as auxiliary sailboats. The slow vessel should also slow to allow an overtaker to get by sooner. This is common practice on the Intracoastal Waterway and should be adopted here. Remember that some of us live on our boats, on weekends at least, and a large wake can be very hazardous, especially when boiling water in the galley.

-- HAPPY BOATING --