

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

# The Daymarker

December, 1985, Vol. 11, Issue 11

## OYC SCHEDULE OF EVENTS FOR THE REMAINING 1985 SEASON

7 December	approx. 1130	Santa to Occoquan
7 December	1930	Christmas Party and Change-of-Command Banquet Black Forest Inn Woodbridge, VA.

### COMMODORE'S COMMENTS by Aaron Martin

The latest scuttlebutt is that a number of the members have not returned their reservations for the Annual Christmas Party and Change-of-Command Ceremony. The closing date was November 22nd but I'm sure your reservation will still be accepted if you get it in right away. Don't forget the banquet will be at the Black Forest Inn on Saturday evening the 7th of December.

The Executive Board has met several times since the election and planning for the 1986 season is under way. The board is currently establishing the Advisory Board and Ad-Hoc Committee chairmen. The membership has indeed been responsive. There are still several positions to be filled and volunteers are still needed. I expect to be able to announce the names of those appointed at the Christmas Banquet.

The TALL SHIPS will again visit Washington, D.C. during the summer of 1986 according to the latest PRYCA newsletter. Also Washington will have another Mayor's Riverfest sometime in June. Maybe a cruise to Washington in June would be in order?

Don't forget!! Membership dues for the 1986 season are due so if you haven't sent them in yet please do so as soon as possible...

Looking forward to seeing you at the Christmas Banquet.

COMMENTS FROM THE VICE COMMODORE by John Piper

This month's column will be a mixed bag that fits no pattern - just a collection of odds and ends that filter to the bottom of the sea bag.

During the extreme high water of Monday, November 4th, many of the boats were in need of immediate attention and line adjustment. Were you aware that in addition to Dick Lynn and the marine staff, Deane Conrad, Jon Bedsworth, Steve Dunlap and Dale Jacobs (with the help from several others) walked the pier checking lines and adjusting them where necessary? They may have prevented your boat from being severely damaged. Our sincere thanks to these conscientious people.

As of this writing, there is a white stripe painted on the column supporting the meter panel for "A" dock that marks the high water mark for the night. Looking at it now makes it all seem unreal.

As a related subject, has everyone put a set of keys to their boat with the marina office? It's a requirement of your slip rental. More than that though, it's a good idea to have those keys available in case of fire or other emergency when the marina crew may have to move your boat in order to save it.

And fire brings me to the next topic -- fire extinguishers. How long has it been since yours have been inspected? As a minimum, check the pressure gauge and physically shake the power to break it look and keep it from lumping at the bottom of the unit. Better yet, have them professionally inspected by a fire extinguisher company. It's surprisingly inexpensive.

We are making arrangements to have a fire extinguisher training course next spring here at the marina. The exact time will be announced in a future Daymarker. There will be a contained fire and the chance to actually use an extinguisher to put it out. Don't miss this opportunity to get hands-on practice without using up your own extinguishers.

The holidays are almost here. Please have a safe and sane season. If you have one too many, ask someone else to drive. Check your boat during the winter. Have a super Holiday. See you at the Christmas party!!!

EXECUTIVE REAR COMMODORE COMMENTS by Dale E. Jacobs

First of all I would like to take this opportunity to thank everyone for their support in the recent elections. I am honored to have the the opportunity to serve in this capacity and will do my best to ensure that 1986 is the best season yet. Every year we learn a little bit

more and with your help and your input, I am sure that we can all have a great 1986 season.

As many of you know on November 4 we had an unusually high tide on the Occoquan River, but thanks to a wonderful group of concerned and dedicated people we were able to come through without any loss or damage. Marilyn Piper started by calling people who's lines looked like they might need to be checked. As the water started to rise, more people arrived and many people called to see if they were needed. You may not know how lucky you are to have such caring neighbors, but believe me, it's very comforting knowing that we have such great friends. Every boat at the marina was checked to make sure that the lines weren't too tight. In some cases, people had their lines tied backwards (myself included) so that there wasn't any slack to be let out in which case people took their extra lines and lengthened them. The water continued to rise and Dick Lynn decided that C, D and E docks were in danger of floating off their piling so with the help of many volunteers, every finger pier was tied to a piling. With all the boats secure, there was nothing to do but wait for the water to recede. While most of us slept, Dick waited until the waters went down so that he could guide the piers back onto their pilings. I would personally like to say "thank you" to each and every person who was there to lend a helping hand. I would like to name names but I'm afraid that I would leave someone out, but you know who you are and again THANK YOU!!

As winter approaches and most of us give up boating for the year, I would like to encourage anyone who hasn't taken a Coast Guard Auxillary course to do so. Even if you've been boating for years you might be surprised at how interesting and educational the courses are. I don't have dates for the courses yet but I will get them and pass them onto you or you can call me and I will give them to you. Also, I've been in contact with the Red Cross and Potomac Hospital about CPR courses and First Aid courses. If you are interested, call me at 250-6801 or 490-5598. If anyone in our club is a certified instructor and would like to give a class, please let me know.

If for some reason you can't make the Christmas Party (shame on you!!!) let me wish you a safe and happy HOLIDAY SEASON.

#### SECRETARY'S COMMENTS by Terri Petrey

I have two subjects I'd like to bring up to everyone. First, and most important, I would like to thank everyone who voted for me at the October 9th General Membership Meeting. I am so excited about the coming year. The board's biggest concern is the membership (both old and new) and having an exciting 1986 boating season with plenty of events to please everyone. The OYC Board is really working for you.

Second, and on a slightly serious note, we have had some difficulty with our membership applications which John Piper and I are working on now. Our problems have been with the listing "associate" and "junior" members. Associate members who are married have been including their wives as members. According to the OYC's by-laws an associate member does not

own a boat. He is also a sole member who cannot vote at General Membership Meetings but is entitled to "enjoy all activities of the organization, and to use all physical and material facilities..." of the club. The spouse of the associate member is entitled to all the same privileges and amenities of the OYC just as her spouse (or visa versa). At such time as the associate purchases a boat, he can elect to become a regular member and pays the additional fee of \$20 for full voting privileges and a family membership. The same problem has arisen with family members listing their children as junior members. A junior member needs to join and pay the \$5 at which time they are entitled to all junior membership functions; i.e., knot tying parties, overnights on power/sail boats to learn about different boats and training classes on safety procedures, etc. The board is working on more activities for children since they are the next boating generation and we all want them to be safety conscious and experienced seamen.

I encourage everyone to participate in all the activities and please advise the board members of any ideas you may have for the 1986 boating season.

I hope to see you at the Change-of-Command/Christmas Banquet on the 7th!!

#### PAST COMMODORE'S COMMENTS by Bill Shaw

Thanksgiving and Christmas are just around the corner. I hope you are planning to decorate your boat as so many have in years past. Plain white indoor-outdoor lights are best. Run them up and over the sailing yachts and along railings or up small masts on motor yachts. Safety first!!

On behalf of Paula, who will just have returned home from the hospital with our newest crew member the night before our Christmas Party, I wish each and every one of you the best at the end of 1985 and beginning of 1986. Kristen (junior member - age 11) will accompany me to the Christmas Party so two of the then five Shaws will be present. Look forward to seeing you all there.

#### UPYRC FORMED

The Upper Potomac Yacht Racing Council, UPYRC for short, has been formed by yacht racing enthusiasts from Mount Vernon YC, Occoquan YC, Neabsco Sailing Club, Fairfax YC, and Quantico YC. UPRYC is working to provide standardized racing instructions and procedures for all yacht races in our part of the river. UPRYC will also sponsor a spring (March?) racing symposium and a mid-year novice program for you sailors who have wanted to get into racing, but weren't sure how to take the first step. UPRYC, on behalf of the clubs it represents, supervises the Potomac River Sailing Championship for individuals and clubs. Occoquan YC delegates to UPRYC are Doug Borden, Bill Shaw and Aaron Martin. UPRYC hopes to be able to coordinate all area sailing competition, including one design from sail boards to fast mono and multi-hulls, especially in the future when one design fleets locate at the now under development Leesylvania State Park at Freestone Point.

## PRYCA & CBYCA UPDATE

OYC was voted into full membership in the Potomac River Yacht Clubs Association earlier this fall. Chesapeake Bay Yacht Clubs Association membership will be delayed to the spring when we have been in existence two full years (24 months). We will keep you up to date on happening from both associations here in the Daymarker.

### KNOTS AND MORE KNOTS by Kristen Shaw - (Junior Member - Age 11)

On November 2, 1985, seven children, five of which were junior members, met at Commodore and Mrs. Martin's house for dinner and a knot-making lesson. Mr. Dean Conrad, the instructor, taught us several knots. Some of the knots were the square knot, two half hitches, bowline, figure eight, anchor bend, and the clove hitch. He also taught us how to tie a line to a cleat. Each of the children made a knot to put on a special board which will be given to Occoquan Yacht Club at the Christmas Party on December 7, 1985, at the Black Forest Inn. A special thanks to Mr. and Mrs. Martin and Mr. and Mrs. Conrad for a very enjoyable evening.

### GALLEY NOTES by Lynn Martin

For the hearty boaters that venture out in the cold, here are a few suggestions to keep you warm. Soup is the perfect packable meal for chilly days. To ensure your soup is just the right temperature when you pour from your vacuum bottle, just follow these easy steps.

- (1) Get it good and hot before you pack it; cook it 3-5 minutes after surface is bubbly adding more water if necessary.
- (2) Preheat an insulated vacuum bottle by filling it with hot tap water and let it stand for about 5 minutes. Empty the bottle, shaking out excess moisture. Immediately fill with your hot soup. I think one taste of this chunky chicken soup will convince you that it really is worth the effort to make your own.

### CHICKEN-VEGETABLE SOUP

- 1 - 8 oz. can cream-style corn
- 1 - 7½ oz. can tomatoes, cut up
- ½ cup carrots, cut into thick pieces
- ¼ cup chopped onion
- 1 tbs. chicken bouillon
- 1 tsp. dried thyme, crushed
- ½ tsp. pepper
- ½ cup uncooked noodles
- ½ cup frozen green beans
- 1½ cup chopped cooked chicken

In a saucepan combine 2½ cups water, the corn, undrained tomatoes, carrots, onions, bouillon, thyme and pepper. Cook & stir just to boiling.

Stir in the noodles. Reduce heat. Cover, simmer 5 minutes. Stir in the green beans. Cook 3-5 minutes more or till vegetables and noodles are tender. Stir in chicken. You can store up to one week in refrigerator or up to one month in freezer.

If soup isn't your idea of keeping warm, then I suggest this Bloody Mary Mix recipe from Nedra Connor.

- Dissolve 2 beef bouillon cubes in small amount of cool water
- Large can of V-8 juice
- 1 tsp. celery salt
- 2 tbs. worchestershire sauce
- A few drops of tobasco sauce (depending on how hot you like it!)
- Black pepper
- 1 each of lemmon and lime (fresh squeezed)
- 1 or 2 tsp. horseradish powder

Stir well, add 1½-2 cups VODKA, chill together overnight

#### POT POURRI

Good luck to Frank and Gayle A. (Moonshadow) on their trip down the ICW. They plan to spend the winter cruising the waters of Florida and the Bahamas.

Dennis and Joyce (Joyden) have left for France where Dennis has a job that is expected to last for 5 months. We'll miss them but hopefully they'll be back in the early spring.

If Rich E. ever asks you "to take a short cruise to Occoquan" make sure that you have plenty of time. On a recent cruise we had to replace a fan belt, remove the thermostat, and act as look-outs (fogged in). Thanks for the cruise Rich!!

HURRAH! No more mud in the parking lot at Occoquan Harbor, Pier 5 Restaurant. The parking lot is finally paved and striped. The parking lot looks great and the whole marina is really taking shape.

As most of you probably know, if you have a VHF radio on board your boat, you are required by law to have a Ship Radio License. If you don't and would like a form, call Dale Jacobs at 250-6801 or 490-5598 and he'll see that you get one. There is no charge for the license.

Since most of us have winterized our boats and have nothing to do this winter, maybe we could get a group together and go snow skiing. If you're interested call Dale Jacobs at 250-6801, or if you have any other ideas for winter activities that we could share as a group, let us know.

What live-aboard sailboater on "B" dock recently helped his lady friend into the cold waters (via his dinghy)? Really Doug! And she's still speaking to you?

If there are any entrepreneur's among our members, SEA TOW (a boat towing company - much like AAA) is looking for a person or group of people to operate in the upper Potomac. If interested call Dale Jacobs at 250-6801 or Joe Frohnhoefer at (516) 765-3660 for details.

Anyone who placed an order for shirts, jackets, hats, etc. from the OYC, THEY ARE IN. Call Dale Jacobs to pick them up. Also, he has a few extra shirts, sweatshirts, and hats for sale on a first-come-first serve basis.

If your using a gasoline stabilizer in your fuel tank for winterization be careful when removing the top. If you should spill it, it will stain your fiberglass, shoes, and clothes. Just ask Dale!!

Many of us have taken pictures of the OYC outings and other OYC events. If you would like to donate some of your pictures for all our members to see, please give them to our newly appointed Historian, Rita Jacobs or any of the officers. The photo album will be on display at the Christmas/Change-of-Command Banquet.

One of our more illustrious live-aboards was heard referring to his vessel as a "house-boat" instead of a "Holiday Mansion"?

The man who says that it can't be done should be careful not to distract the man who is doing it. (Confucius?)

Don't tell me how hard you work - tell me how much you get done. (Mrs. Confucius?)

There are plenty of rules for success but none of them will work unless you do.

Thanks to Dean and Barbara May for staining the OYC shed. It only took 4 GALLONS?

#### SANTA'S CRUISE TO OCCOQUAN

Don't forget the OYC is taking Mr. and Mrs. Santa Claus to Occoquan by boat. Santa will be riding on La Linda compliments of Mike Broker. We are hoping to have a flotilla of boats from the OYC to accompany Santa and we are encouraging any boat owners (who have not winterized their boats) with children to go along. It will be an exciting time for the children and I'm sure it will please SANTA? The departure time is scheduled for 11:30 a.m. December 7th. If your boat is winterized, come early and maybe you can get a ride with someone else? Santa hopes to see you there!!

#### NOT SO TRIVIAL

That relatively comfortable and protected area from which a sailboat is piloted is called "the cockpit". Now how did it get that incongruous name? Why? It's been on your mind, I'm sure.

Undoubtedly, it derives from the old English place where roosters (cocks) were pitted against each other. So for years you've been going bonkers, losing sleep, frantic, pacing the floor, trying to answer this nagging question. Finally - the answer!!!

During the 18th and 19th centuries, the British Man-of-War ruled the Seven Seas. Her proud, well trained, aristocratic officers were secure and "cocky" in their bright dandy uniforms and plumed hats.

Enlisted British tars took caustic note of these dandies back in the aft cabin and sarcastically compared their ships officers to those brightly plumed roosters they's often seen in the cockpit.

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### WHEN WORKING ON YOUR BOAT

Nothing is as easy as it looks.  
 Everything takes longer than you expect.  
 If anything can go wrong, it will.  
 If there is a possibility of several things going wrong, the one that will go wrong first will be the one that will do the most damage.  
 Left to themselves, all things go from bad to worse.  
 If you work on a thing long enough to "improve" it, it will break.  
 If you think everything will be OK, you have surely over-looked something.

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A husband answered the telephone and they said to the caller, "How on earth should I know? Why don't you call the Coast Guard?" "Who was that dear?" asked his wife. "I haven't the faintest idea," he replied. "Some fool wanted to know if his coast was clear."



"Right . . . now we'll work through it again and call it longitude."



## A GOOD THING IS WINTERIZING...

The sole difference between a new engine and one that is ready for the scrap heap is about four pounds of iron, steel, copper and babbitt that has been rusted, corroded and abraded away from an engine that was not properly winterized. If your vessel's engine is diesel it could mean about an extra \$4,000.00 in cost to get it ready for the next season.

The following suggestions are not intended to be all that is required in winterizing your vessel but may be items you don't remember or think very important. First, drain the crankcase oil. Run the engine for a few minutes first in order to heat the oil. Then using a hand pump remove the oil and then replace the oil filter then fill to the proper level with new oil. Not changing the oil can result in rust and corrosion as a result of the moisture and acids accumulated in the oil during the season.

If your engine is gasoline powered, a good suggestion is to shut off the fuel valve close to the fuel tank, start the engine and run it at about 900 rpm with the flame arrestor off while pouring a few ounces of SAE #10 or #20 oil into the carburetor throat. Finally, stall the engine by pouring the last of the oil rapidly into the carburetor throat so as to stall the engine. Turn the ignition off and rest assured that you have coated the engine's induction system with a good coating of corrosion fighting lubricant. DO NOT use this procedure on a diesel engine as engine runaway can result.

Next drain all diesel or gasoline fuel from the fuel tank. If you leave diesel fuel in the tank over the winter be sure to add inhibitor to prevent the growth of fungus in the fuel.

To winterize the ignition system remove the spark plugs after blowing all traces of dirt from around each plug. With a pump type oil can squirt an ounce or so into each cylinder and then turn the engine over several times to ensure that the lubricant is distributed throughout the cylinders.

Winterizing the engine cooling system may be accomplished in one of two ways; draining the engine - getting it as dry as possible or by diluting undrainable water with antifreeze. Since almost everyone in the OYC uses the latter method I won't go into the details of the former method. Besides, it's a good idea to put permanent antifreeze in raw water cooled engines as it prevents residual pockets of water in the engine from freezing and helps to inhibit rust and corrosion. A good mix is to use two parts water to one part permanent type antifreeze such as Prestone II. One of the easiest ways to get the antifreeze into the engine is to disconnect the raw cooling water inlet line from the raw water intake and put the end of the hose into a bucket containing the antifreeze mixture. Be sure that the raw water thru the hull fitting is closed when performing this part of your winterizing.

Last, don't forget that the transmission needs some TLC also. Best to change the transmission fluid but if the oil in the transmission is clean and dry you may be able to get by if you top off to the proper level. Be sure to consult your owner's manual for the right lubricant for the transmission.

Remember that not winterizing your boat properly for one season is about the same as using it for a dozen seasons. Protect your investment, WINTERIZE PROPERLY.

### CLASSIFIED ADS

'85 Bayliner - 38', fly bridge sedan, twin 130 HP diesels (Chrysler) 7.7 KW diesel generator, 3 heaters/2 AC units, entertainment center, with icemaker, blender & wet sink. 2 SR with 2 heads plus tub & shower, Large salon. All electric galley w/microwave & rotisserie. Dual helm station, 2 VHF, 2 depth finders, 2 AM/FM stereo cassettes, hailer & intercom, speed/log, color TV & cellular phone. 4 man Achilles dinghy. Full canvas. All Coast Guard equipment. Fully equipped year round cruising or live-aboard. Serious sale/make offer. Contact Bill Petrey (Hm) 703-690-6577 or (Wk) 703-683-8330

'84 Holiday Mansion aft cabin. Excellent live-aboard cruiser (35 MPH) All amenities, just move in. By appointment through Prince William Marina - \$80K

Hovercraft - fly at speeds of 50 mph 6" over water, swamp, ice, snow, desert, mud, sand, grass. Can be gotten in kit form for only \$6995. For more info, see Gene Fichter, Slip A-2. Occoquan Harbor Marina (formerly PWM II/East)

Help wanted - still looking to fill positions on Ad-Hoc Committee. We have 2 openings left - Facilities & Property and Training officers. If you are interested, please contact Aaron Martin or any board member.

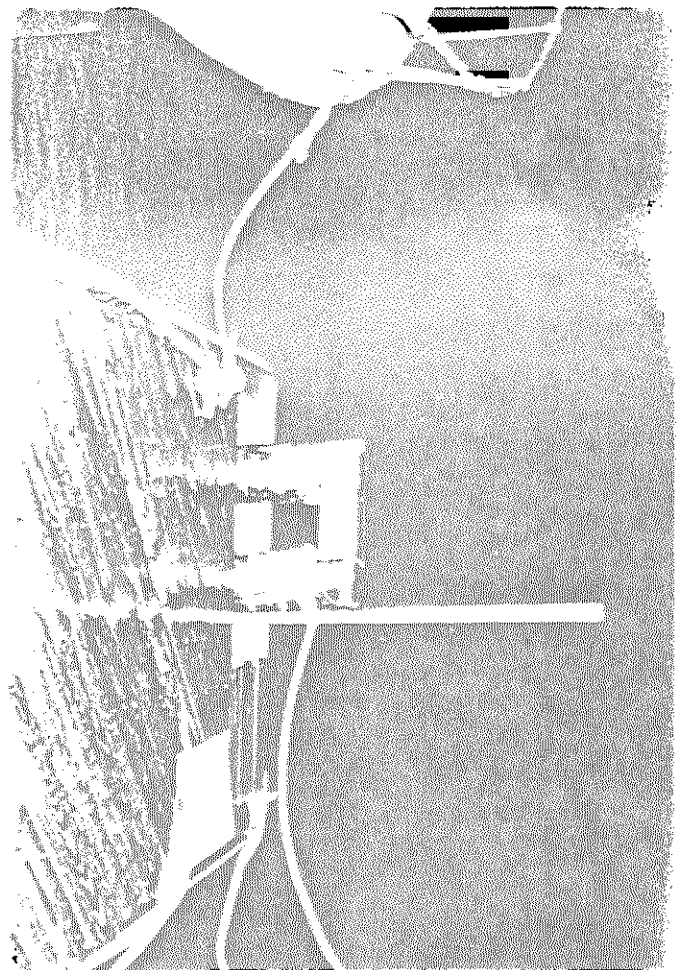
Dinghy - 8'fbgl Homar Hauler w/oars - \$290; Mahogany boarding ladder - \$50; Raritan PHE (electric) head - \$150; Mansfield TDX-E Type 1 flow-thru Sanitation System - \$275. Steve Johnson 491-4345.

5:30 - 11/4/85

THE FLOOD OF 1902

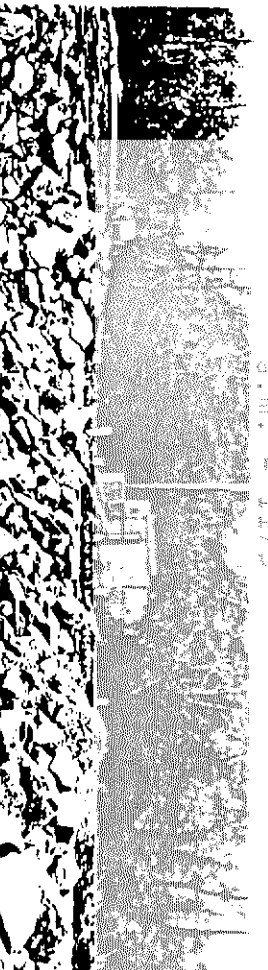




11 p.m. - 11/4



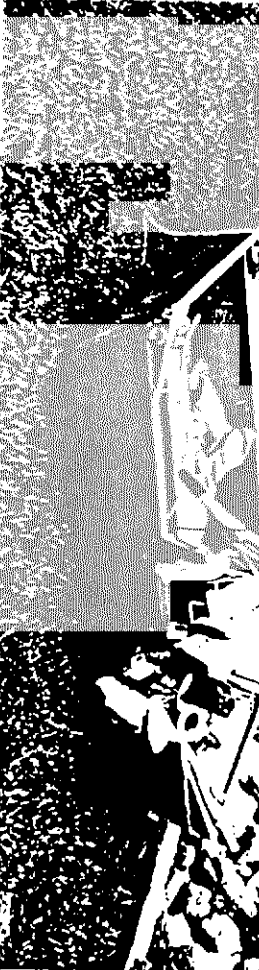
8 a.m. - 11/5

8 a.m. - 11/5



 HIGH TIDE  
 10/31/85  
 LOW TIDE  
 at 5 p.m.

HIGH TIDE 11/4



9. Overnight cruise to Swan Creek (Tantallon Yacht Club)? \_\_\_\_\_

For any of the above cruises, would you consider transporting other boaters? \_\_\_\_\_ Would you be willing to be transported by other boaters if you feel that you are unable to participate because of the distance or the capabilities of your boat? \_\_\_\_\_

Can you suggest any new Club activities that you would like to see on the 1986 schedule? If yes, please describe:

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Would you be willing to serve on the C.O. Advisory Board? \_\_\_\_\_ In what capacity? \_\_\_\_\_

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Would you like to have a more active role in Club activities? \_\_\_\_\_

Do you receive the Club newsletter, The Daymarker? \_\_\_\_\_


Do you have any other suggestions that would make the newsletter more responsive to the needs of the membership? If yes, please list them: \_\_\_\_\_

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If you indicated that you would like to participate in any of the Club activities, please sign below. One of the Club officers will contact you. Thank you.

\_\_\_\_\_ 

Name / Phone Number



## OCCOQUAN YACHT CLUB SURVEY

One of the main objectives of the OYC in 1986 is to re-evaluate our cruising program. In order to obtain the greatest participation from our members for the coming year, we would appreciate your taking a few minutes to fill out this survey. Hopefully, we will be able to satisfy the majority of the members, both sail and power. Please return it to the OYC, P.O. Box 469, Occoquan, Va., 22125 or give it to any Club officer by January 1, 1986. The new officers will then prepare the 1986 OYC schedule of Events in the early part of 1986.

How many scheduled OYC activities (cruises, flag raising, blessing of the fleet, etc.) did you participate in last year? \_\_\_\_\_

How do you rate the following annual Club activities?

Flag raising ceremony? \_\_\_\_\_

Racing seminar? \_\_\_\_\_

Annual regatta and Predicted log race? \_\_\_\_\_

Christmas party? \_\_\_\_\_

Change of command banquet? \_\_\_\_\_

Would you be willing to participate in an OYC sponsored event such as social coordinator for one of the parties or banquets? \_\_\_\_\_ Would you be willing to assist in the training or safety activities? \_\_\_\_\_ Would you be willing to act as Cruise Director for a single cruise which includes scheduling, determining the tides, coordinating the raft or docking, obtaining permission for a docking at another facility, etc.? \_\_\_\_\_

With this in mind, please consider the following cruises. If you would like to volunteer for any of the below listed activities, please indicate so after your preferred activity.

1. Overnight cruise to the Mattawoman (Dunes)- 1st cruise of the season - Mid-May? \_\_\_\_\_
2. Blessing of the fleet (Occoquan Bay)-June? \_\_\_\_\_
3. Day trip to Fairview Beach and Crab House? \_\_\_\_\_
4. Overnight trip to Washington, D.C. for the 4th of July fireworks? \_\_\_\_\_
5. Day trip to Washington, D.C. for brunch at Hogates? \_\_\_\_\_
6. Long trip (possibly 5-7 days) to Tall Timbers, Dennis Point, Port Tobacco, St. Mary's River, Solomon's Island, etc.-(this would be a planned five day cruise, going to a variety of places)? \_\_\_\_\_
7. Meteor watch at Gunston Cove (mid-August)? \_\_\_\_\_
8. Blessing of the fleet, St. Clement's Island (end of September)? \_\_\_\_\_