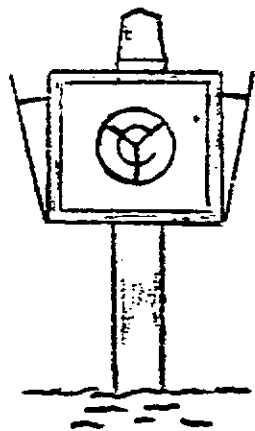


Occoquan Yacht Club
P.O. Box 469, Occoquan, Va. 22125



The Daymarker

March, 1985, Vol. II, Issue 2

1985 EXECUTIVE BOARD (effective 1 April):

Commodore:	Bill Shaw	491-8227
Vice Commodore:	Gene Fichter	494-6710
Executive Rear Commodore:	John Welsh	491-6653
Secretary:	Merilyn Piper	754-7420
Treasurer:	Dale Jacobs	250-6801

NOTE: Persons listed below are appointed by the Executive Board. 1985 appointments will be made prior to 1 April. If you would like to volunteer, please call Bill Shaw, Gene Fichter or John Welsh

ADVISORY BOARD

Rear Commodore (Sail)	Chuck Sands	491-2467
Rear Commodore (Power)	-Vacant-	
Rear Commodore (Racing)	-Vacant-	
Training Officer	-Vacant- (Note: Dean Conrad is Advisor)	
Facilities & Property Officer	-Vacant-	

AD-HOC COMMITTEES

Social	Paula Shaw	491-8227
Public Affairs	Ann Burrows	751-1319
Historian	Adele Baker	494-9079

COMMODORE'S COMMENTS BY BILL SHAW

I would like to thank you for electing me to a second term at the helm of your club. 1985 will be a year of maturity for us as we provide the leadership for a safe and successful season on the Occoquan and Potomac Rivers. As we begin the season, the Executive Board will be nominating members to serve as members of the Advisory Board and heads of the Ad-Hoc Committees. All Advisory positions are open as the Sands are heading for a new home on Cape Cod this spring. We are looking for strong people to pick up the ball and run, if you fit the description please contact Bill Shaw, Gene Fichter or John Welsh.

POT-POURRI BY GENE FICHTER

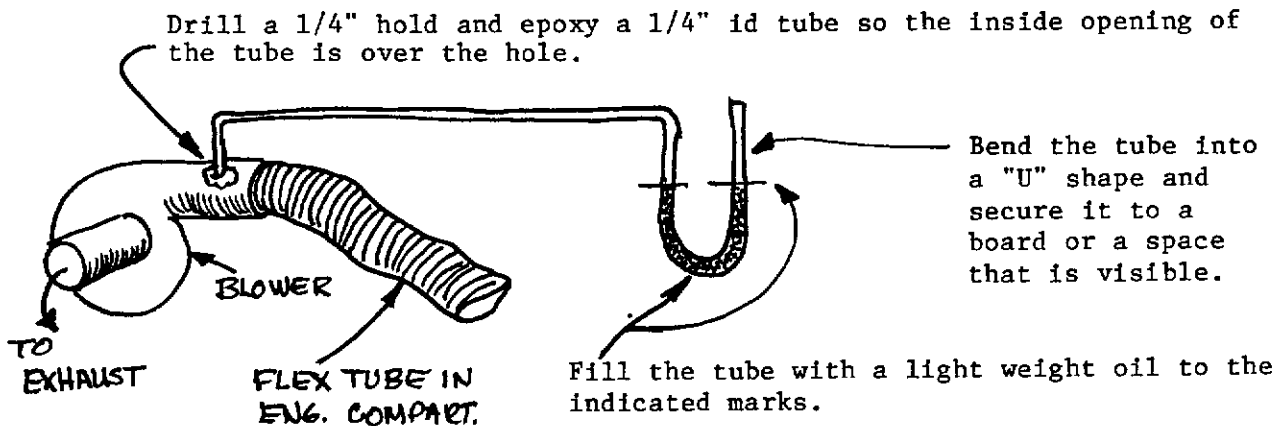
- One of the nicest benefits about being a member of our club is that activities for all people are included in the scheduled and non-scheduled events, such as the upcoming Dinghy Race, Fishing Contest, and Docking Capabilities of Captains Contest.
- Last year we innaugurated a "Swap 'N Shop" day on the docks for all to trade or sell nautical items and other necessities found on boats. It was such a beautiful day that most everyone went out boating. Which wasn't bad for me since I then had a monopoly and sold several items for reasonable prices. This year we hope to again sponsor this event, but earlier in the season when needs are assessed. The day is set for Sunday, April 21st from 1:00 to 4:00 p.m. So please mark your calendars. Just place the items on the dock by your boat and browse around the docks. Who knows what treasures you'll find.
- I would like to see a "First Mate" boat handling competition as well as "Man Overboard" drills. I'm sure you have several suggestions for Safety and good fun activities. Just tell any of the Flag Officers and they'll assist you in getting the event started. Don't just leave it up to the few, get involved and you too will enjoy more.
- You can't beat the price for joining our club. How about recruiting some more members. You know where I live (Slip A-2) and I always have membership applications available.
- Have you checked you' flares lately? They have an expiration date on the label. If they are due or have expired, get some new ones and save the old ones for our Fourth of July bash so we can have our very own fireworks as we did last year.
- It sure is interesting watching other boaters navigate or prepare to anchor. All kinds of personalities arise. I have noticed boaters seem to either lie down on decks (or living room floors) or sit on them rather than in chairs. Wonder what this means?
- In the event you are not aware of this, there are certain etiquetts for flying flags. If you are not sure what goes where and when, check with our Commodore or avail yourself of a book at the library. An excellent source of all kinds of information is the library available for member's use at BOAT U.S. Take advantage.
- Most of our vessels are not really tied to the dock cleats properly (including one of my own). For proper and safe tying up to cleats, I suggest you talk with Dean Conrad on "A" dock. He is most expert in things nautical and would relish talking with you concerning this chore or any other boating problem.
- Did you know that you can be prosecuted for a FELONY if you don't go to the aid of a boat in distress? The statutes also include a "good samaritan" clause that exempts those involved in a search or rescue from civil liability as long as they used good judgment and reasonable care. REF: Chapter 23 Title 26 of the U.S. Code under Section 46 USC 2303 and 46 USC 2304 for the Federal Law and 1958 Geneva Convention on the High Seas for the International Law.
- What two Flag Officers are peanut butter and jelly sandwich dunkers in milk? (A.M., G.F.)

POR-POURRI BY GENE FICHTER (CONT'D)

- It appears that our 12 meter challenge to the Australians for the America's Cup will also sport an add on wing keel.
- Bay of the America's south of the Woodrow Wilson Bridge, will have 1200 slips with phase one showing 400 slips. There are, it is reported. already 900 names on a waiting list with occupancy as early as this fall.
- Who is the Flag Officer sporting Virginia License Plates "OYC"? (B.S.)
- PWM is expected to have a ABC license for off sale of beer and wine this season. When the restaurant is built "gourmet" take-out picnic baskets will be available.
- Adam Gemsheim, one of our Junior members, is hoping to become an entrepreneur by soliciting business from boat owners. He already has a crew and is offering to clean and wax boats for a reasonable price. It is suggested that appointments be made. His phone number is 435-9125.
- Many of our members renewed their friendships at the D.C. Boat Show in the Convention Center. Interesting to note that most interviewed said they wanted to get larger boats . . . EGADS!!
- For your information, I found an outfit at the show which specializes in custom interiors and exteriors. So, if you're thinking of refurbishing, why not give them a call. Mancill's, Solomons, Maryland (301/326-2300).
- Also, for sailboat and powerboat rentals, you might want to consider Pier 7 at Edgewater, Maryland. They feature McKee Craft, Sunfish, Hobie, Day Sailers and 24' Rainbows.
- PWM announces they have a full line of Chapparrals and Marinettes. Have you seen the 39' on blocks by the trailers? This is quite a vessel and they'd welcome you aboard for a tour.
- Who is the PWM mechanic who winterized his boat and forgot to put the plug back in the engine and the result was--his boat sank? (J.O.)
- As a matter of habit, your Flag Officers monitor Channel 16 whenever aboard, even if stationary in the marina. It's a good suggestion for all our members since we intend to initiate a Search and Rescue procedure after our experiences of several assists last year.
- Congratulations to the new officers and staff. Their committment to a memorable, safe boating season is without question. If you would like to serve in any capacity or head up an activity, please let them know. They'll cooperate and assist you in functions you want to happen.
- I have joined the sales team at Prince William Marine and will be happy to work with you or your friends in obtaining a quality boat for a fair price.
- Query? Why do Captains of large sailboats use the horseshoe type life preserver (color yellow) while large powerboats maintain life rings? It might make a good question if someone develops an Occoquan Trivia Game.
- REMINDER: The Classified section of the Daymarker is free to OYC members with a maximum of 30 words. We are considering accepting Display ads for a reasonable sum. If you know of a business person interested. contact the treasurer for price quotes.

EXECUTIVE REAR COMMODORE'S CORNER BY AARON MARTIN

Gasoline fumes are dangerous--one ounce of gasoline in the vapor form has more explosive power than a stick of dynamite. How many times have you turned on the blowers and listened to hear if they were working? Not a bad practice but an inexact and potentially dangerous one. The following suggestion can tell you for certain whether the blower is ventilating the engine space.



When the blower is turned on the oil will rise in the tube on the pump side indicating a negative pressure (and hence airflow) in the engine compartment. If there is no movement of the liquid column--there is no ventilation. BEWARE!!

I would like to congratulate Bill Shaw, Gene Fichter, John Welsh, Marilyn Piper and Dale Jacobs upon their election as our Club Officers for 1985. Further, I would like to thank the OYC for the opportunity to have served as its Executive Rear Commodore this past year. It has been interesting and challenging and I hope that at sometime in the future I may again have the opportunity to serve the club.

Lets support the new Board and help to make this year as fine a year as the last. HAPPY BOATING!!

SOCIAL COMMITTEE REPORT BY PAULA SHAW

The OYC First Annual St. Patty's Day Party took place on Saturday, March 9, 1985, following the election of our 1985 Club Officers. The Ridgewood Community Center in Lake Ridge was the setting for this festive occasion. Club members brought a fantastic array of delectable goodies and entertainment for the evening was provided by that famous (or is it infamous?) DJ--Gene Fichter! The highlight of the evening was a dance contest. An illustrious (?) panel of judges (Dick and Barbara Kelley, Ed and Nedra Connor and Bill and Paula Shaw) awarded prizes to the winners in several categories.

Many thanks to all of you for your enthusiastic support. Special thanks to Ed and Nedra Connor, Aaron and Lynn Martin and Gene Fichter for all their help in making our St. Patty's Day Party a success.

Our next social event will be our Change of Command Banquet on Friday, April 12, 1985. You should have received a flyer in the mail with all the details. If you have any questions, please call Paula Shaw at 703/491-8227.

Hope to see you on April 12th!

Some Foods are Better Travelers than Others

If a member of your family is a fisherman you should have a fistful of recipes for everything from Filet of Sole Aurora to Louisiana Shrimp Creole, but if your fisherman is like mine, here are a few comments on some particularly useful foods to keep aboard at all times--eggs, rice, dehydrated potatoes and avocados.

1. EGGS. When harbor talk turns to staples in the galley, everyone mentions eggs. For one thing, they last better and longer than any other fresh protein food. And they can be used for any meal. Eggs may be awkward to carry, but they are too useful to omit unless you have to; almost everyone likes them deviled for the cocktail hour, or for lunch, chopped in a green salad, or sliced as a garnish. Of course you can have them fried, scrambled, made into omelets or--if you have an oven--baked into custards and cakes.

2. RICE. Rice is a very good sailor as long as you keep it dry. Stowed in plastic or paper sacks, it can occupy odd corners of the food lockers--a cupful here, a cupful there. For the amount of food it offers, it weighs little. It doesn't spoil, discolor, take on unseemly flavors. It can be eaten boiled, steamed, or fried--either alone or in a multitude of combinations with other foods. We eat it as a hot cereal for breakfast, boiled and served with milk, sugar and cinnamon. I always cook extra in order to have some left over that can be made into instant curried anything and rice for supper that night.

3. DRIED POTATOES. Because of their weight and size fresh potatoes are the opposite of rice--they make poor travelers. Dried potatoes are favored by most boaters. Dehydrated or freeze-dried potatoes come in boxes, sacks, flakes, powders, and nuggets. They are especially useful in a galley when they come packaged in small envelopes. Large boxes are less expensive, but the leftover contents may well get damp. Furthermore, the boxes are less easy to store in a cramped galley, there is a lot of wasted space inside each box. One- and two-person envelopes, on the other hand, can be tucked at the back of drawers, shelves, or food lockers. They stay sealed until you use them, which keeps their contents fresh.

4. AVOCADOS. Besides being delicious, avocados are most versatile: Self-sealed in their tough hides, requiring no refrigeration (which saves ice chest space), they are ready to eat in a dozen ways as soon as they reach fork-mashing consistency. Once they ripen, they can be kept another week in your ice chest, which by them will doubtless be less crowded.

I love avocados for breakfast, Aaron had a fit the first time I peeled one before seven in the morning, but he too has seen the light and agrees that they make a good waker-upper. Here are some suggestions:

Spread mashed or sliced avocado on hot buttered toast; add salt and pepper; and top with a strip of bacon.

Make a fruit compote of avocado chunks, honeydew melon chunks, and pieces of fresh pineapple and orange.

Scatter fine slices of avocado over the top of a dish of scrambled eggs, or fold mashed avocado and grated cheddar cheese inside an omelet. Allow the mixture to warm, but do not cook the avocado.

VHF RADIO CHANNELS

Last month we reprinted a superb article concerning proper use of your marine VHF radio. As a follow-up OYC would like to advise you of the proper channels to use for normal and emergency communications. Of the 50 plus channels your radio may be capable of, only a few are permitted to be used by the pleasure operator. Here's a quick synopsis

Emergency/Safety Use

- Channel 6 Ship-to-Ship for intership safety. DO NOT USE FOR ROUTINE COMMUNICATIONS.
- Channel 16 Ship-to-Ship and Ship-to-Shore. Calling and Distress. Call and move off to working channel. DO NOT USE FOR ROUTINE COMMUNICATIONS.
- Channel 22 Ship-to-USCG. Use to talk to Coast Guard after contact on 16. DO NOT USE FOR ROUTINE COMMUNICATIONS.

Ship-to-Shore

- Channel 9 Primary ship to local yacht clubs, marinas, etc.
- Channel 68 Ship-to-ship, contact local marinas, etc. Also shared with pleasure boat ship-to-ship.

Ship-to-Ship

- Channels 68, 70, 72 Normal ship-to-ship channels. 70 and 72 are recommended over 68, as 68 is shared with ship-to-shore.

Public Service (Marine Operator)

- Channels 24, 25, 26 For placing and receiving phone calls. Unusable for
27, 28, 84, 85, 86 ship-to-ship calls as transmit and receive are on
87, and 88 different frequencies.

Bridge-to-Bridge

- Channel 13 Primary navigation channel for commercial vessels. Good to monitor in vicinity of large ships, tugs, ferries, etc. NOTE: These ships must also monitor 16, but few do.

ASTA TALL SHIP UPDATE

The last DAYMARKER discussed the American Sail Training Associations plan to visit Alexandria 14-16 June, sailing the evening of Sunday the 16th for an overnight in Gunston Cove before proceeding on to Dahlgren. A revision is now in the planning stages which would call for the ASTA Tall Ships to leave Alexandria in mid-afternoon on the 16th and proceed to an overnight anchorage off Quantico. This change is being proposed to allow escorting of the ASTA fleet (which will include at least one "Class A" (over 150') sailing ship, by Potomac River Yacht Club fleets on the trek down river. If this works out, we should be able to escort the tall ship fleet from the Gunston Cove area to Quantico between 1700 and 1900 (on 16 June sunset is not until almost 2100). Those with faster boats could meet them further up as desired.

SPRING NAVIGATION SAFETY

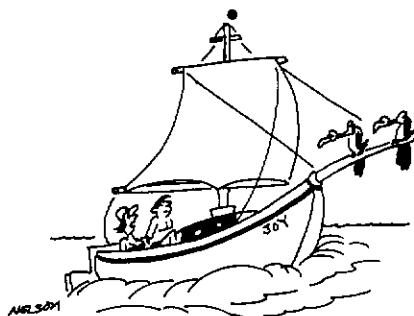
For many of us it's been since last October that we ventured out. As you set forth for the first few times this year please keep in mind a few important things. First, winter and spring run-off has changed the location of last year's channels. You will have to relearn your way to the Dunes, or other favorite spots, especially if carrying any draft. Notable is that Belmont Bay appears to be 1 to 2 feet shallower than last year, proceed with caution the first time out this year. Second, spring run-off carries lots of floating and submerged hazards which can damage your propellers and shaftings, or even worse, hole your hull if hit at a high rate of speed. Many large logs become waterlogged and float vertically with only an inch showing, these are called "deadheads" and can weigh several hundred pounds or more. Hitting one of these at high speed will ruin your day, please keep a sharp lookout and proceed with caution.

PIER 5 UPDATE

Ground was broken for the new Pier 5 Restaurant at Prince William Marina at 1030, Tuesday 12 March 1985! OYC wishes the developers the best of luck and is looking forward to a first class facility where we can meet on a regular basis. Please drive with caution around the construction site and keep your distance from the "hole" and any construction equipment. Be careful when parking, especially if departing on cruise so as not to be in the way. If in doubt, please contact Prince William Marina management and be prepared to leave your keys if necessary.

BURGEE UPDATE

The Executive Board has authorized the purchase of 50 club burgees for resale to members. Arriving by mid-April, these new burgees will be available to you for \$6.00 each. The Board also authorized the purchase of a full set of signal flags to be used to "full dress" parties and club ceremonies.



"I'm beginning to think there's something about your seamanship they know and I don't!"

The following is a letter we received in January from the Kitchen's, our New Jersey branch of the OYC!

Ahoy Mates!

We just received the latest issue of the DAYMARKER (Vol I, Issue 6) and were pleased to see the growth of OYC. We wish we could have seen the growth first hand and participated in the fun and follies but we do enjoy reading about your antics in the newsletter. Our hearty congratulations to the Staff Officers in their first year for the excellent job in establishing the club and we only wish you the best in the year ahead.

We were quite impressed to read of the improvements of the marina and of the development of the Occoquan in general. The expansion of PWM and the additions of Fairfax Yacht Club and the Harmony Seaport will indeed make the Occoquan a boating heaven. We only ask that you save a spot for a little 27' sloop in the event we need to return to Washington DC in the distant future!

As some of you were aware, SHADOW met some misfortune during our cruise to New Jersey last summer and has been laid-up since. The final estimate for the mishap was \$6,010.20, in case you have any excess money left in your coffers you don't know what to do with. Luckily the insurance will pick up the vast majority of the expenses. Despite the mishap, we thoroughly enjoyed the cruise which presented an opportunity to see many parts of the Chesapeake, Delaware, and the New Jersey coast that we would not normally visit. It was especially great by water.

We are looking forward to the warmer weather of April so we can start the preliminary aspects of sailing . . . the preparation of the vessel. Like most of you I currently feel like a prisoner, dreaming of the freedom of sailing away on a day's cruise.

We joined a yacht club at Tom's River (Lighthouse Point Yacht Club) but our heart is still with OYC, primarily because of the fond memories of overnight cruises with good friends, the dockside parties, and the friendly, casual atmosphere of everyone at the marina.

Wendy, the girls, and I wish you continued success over the months ahead and will think of you often. . . .

CLASSIFIED ADS

RCA DISC PLAYER, RARELY USED. Just the item for a back-up to your VCR or for the kids. Make offer. Lucy 273-3147 evenings.

GREAT STEREO SYSTEM FOR YOUR BOAT OR HOME. Realistic quadraphonic with separate cassette player and four 4" walnut wood speakers. Perfect condition. Make offer. Gene Slip A-2 or Metro # 690-4869.

TEAK! Unique Bookcase/Bar Combination. Perfect for family room or living room. \$200 Firm. 703/455-2293 Anytime.

1985 OYC SCHEDULE OF EVENTS

12 April	1930-0100	Change-of-Command Banquet (Ft. Belvoir "O" Club)
21 April	1300-1400	Dockside Swap 'N Shop
27 April	1300-1600	Safety Symposium (Black Forest Inn)
7 May	1930-2130	Spring Meeting (Occoquan Inn??)
11 May	1000-1500	Coast Guard Courtesy Inspection (Prince William Marina)
18 May	1200	Flag Raising/Opening Ceremony (Prince William Marina)
18-19 May		Overnight Cruise to Mattawoman Creek (Dunes)
1 June	1000-1600	Opposites Weekend (Sail takes out power and power takes out sail)
2 June	1400-1600	
8 June	1200	Blessing of the Fleet (Occoquan Bay) Afternoon-Overnight Cruise to Wades Bay (Quantic)
8-9 June		
22-23 June		Joint Club Cruise to Smallwood State Park (with Neabisco Sail Club and Others)
4 July	1200-2100 1400	Dock Party at Prince William Marina Jr Member Dinghy Race
20-21 July		Overnight Cruise to Swan Creek/Tantallon Yacht Club
17-18 August		Overnight Cruise to Gunston Cove (Meteor Shower Watching)
31 Aug, 1-2 September		Three day Cruise to Nowhere (Dunes)
7 September	1000-1400	Sail Race and Predicted Log Primer (Prince William Marina)

1985 OYC SCHEDULE OF EVENTS (CONT'D)

14 September	1100-2100	Second Annual OYC Open Regatta and Predicted Log Competition with Crab Feast Following
	1300-1500	Fishing Contest (Kids/Jr/Sr)
26 October	1930-2300	Annual Meeting and Election of New Officers (Pier 5 Restaurant)
7 December	1100-1300	Santa to Occoquan Cruise
	1930-0130	Christmas Party/Change of Command Banquet (Pier 5 Restaurant)

The above schedule is subject to change depending on availability of planned meeting places, etc. All changes will be published in the DAYMARKER.

JOINT CLUB CRUISE 22-23 JUNE

Please mark this weekend on your calendar early, as this promises to be the cruise of the decade. Plans call for the Occoquan Yacht Club, Neabsco Sailing Club, Mount Vernon Yacht Club, and Quantico Yacht Club cruising fleets to meet "en mass" off Smallwood State Park (Sweden Point—Mattawoman Creek) to enjoy the park, afloat activities (how about inter-club dinghy races?), and each others company, possibly in a 40 boat sunflower raft? Other clubs are also being invited so expect a run on the weekend ice supply! Safety will be paramount and detailed instructions will be provided by a separate mailing. Please plan to be there with your club burgee flying proudly.

NSC INVITES OYC SAILORS TO RACE

At a recent Neabsco Sailing Club Board meeting, the OYC sailing fleet was invited to participate in NSC's racing program with the exception of the NSC fall series. This means that the three weekend "tune-up series" in April and May, plus special races during the summer, welcome OYC sailors to join the friendly competition. This is an excellent forum to begin racing as the Spring Tune-up Series (Sundays 21 April, 28 April and 5 May) will be run as an on-the-water racing clinic where basic racing rules and procedures are reviewed and drilled. Entry is \$5.00 for all three Sundays and is highly recommended. Please contact Commodore Bill Shaw for more details. (Bill is also Rear Commodore for programs in NSC.)