



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

The Daymarker

September, 1985, Vol. II, Issue 8

OYC SCHEDULE OF EVENTS FOR THE REMAINING 1985 BOATING SEASON

7 September	1000-1400	Sail Race and Predicted Log Primer (Prince William Marina)
14 September	1100-1200	Second Annual OYC Open Regatta and Predicted Log Competition with Food Feast Following Fishing Contest (Kids/Jr./Sr.)
9 October	1930-2300	Annual Meeting and Election of New Officers at Occoquan Inn
2 November	1800-2000	Knot Party (Junior Members Only) The Martin's in Lake Ridge

ANNUAL GENERAL MEMBERSHIP MEETING AND ELECTION OF OFFICERS

The annual general membership meeting and election of 1986 officers will take place at 1930 Tuesday 9 October 1985 at the Occoquan Inn, Mill Street, Occoquan. Plan on arriving early for dinner if desired. If you desire a full meal, please be seated by 1800. Sandwiches are available at the bar and we suggest you arrive by 1830 if this lighter service is desired. If planning to join us for a full dinner, please call for reservations, metro 690-1808 or local 491-1888.

JUNIOR MEMBERS

A special program is being planned for all junior members at the Martin's residence at 2543 Kingswood Court in Lake Ridge on Saturday November 2nd at 6:00 p.m. The program will include knot tying (so you can tie a "granny" or a "square" knot when the Captain says to) and a pizza or spaghetti dinner with all the trimmings. Should be a great time and we will have Dean and Trixie Conrad to share their seamanship talents with us. Mark your calendar's now. We will make up a "Knot Board" which will be presented to the Yacht Club at the December Banquet.

COMMODORE'S COMMENTS BY BILL SHAW

September is here and our annual meeting with elections of 1986 officers is just around the corner! Our nominating committee has worked hard and come up with a great set of nominees, all of whom are highly qualified to take the club forward into its third and biggest year of operation. Next year will see us grow to near 300 members who will enjoy an expanded social and competitive schedule! Start thinking of what you would like to do next season so you are ready when the new executive board asks. Your participation in the club's activities is the key to our success.

As you all know, we are expecting our third crew member in early December. Paula and I plan an aggressive fall cruising schedule with the hope of a late September or early October run to the lower Potomac if work and other conditions permit (we didn't get down to the bay in August due to the heat and its effect on pregnant first mates). With luck and good weather we hope to continue cruising until early November, even if it means only a 100 yard run to the OYC anchorage just below the I-95 bridge. Please give "Reliant" a call on VHF 16 (WSG4222) and we will lower fenders prior to your arrival alongside. Friends are always welcome to join us, so please do!

POT-POURRI BY GENE FICHTER, VICE COMMODORE

- The spider problem at PWM seems to have grown out of proportion and most sprays cannot be used on boats because of their kerosene base which is not good for the gelcoat. If any member has a solution, please let me know and I'll pass the word.
- What Sea Ray Captain has a cat that actually loves to swim to and from shore and the boat? Now, if the cat could only eat spiders!
- The new Pier 5 Restaurant complex is really coming along. Apparently the showers and head are the first priority for boaters.
- Kudos to Aaron Martin for this diligent homework in planning the Meteor Watching Cruise.
- Remember that 30 boat raft up at the Dunes we had with the other yacht clubs? Well, panoramic pics have been taken and will be available to see at our next general meeting.
- Are you a boater who calls it quits at Labor Day? One of the best times for cruising the river is the fall, especially to see the foliage. It's also great for overnights with warm days and cool nights.
- Thanks to Dean May the club has a wooden logo attached to our shed.
- PWM is now a dealer for a great boat, the Donzi. They have some terrific deals. Give a good substantial look!
- Mike Ellis is making great headway on building his sailboat to be a liveaboard. He doesn't have far to commute since he is doing the electrical work at the Pier 5 Restaurant.
- One of our favorite cruising sailors based at Quantico are the Hansons's. They're always willing to exchange sea stories. They plan on moving up to a Trimaran built in England. (Hope it has plenty of headroom, as Joe is six feet seven inches tall.)
- If you wonder what the construction is over by "A" dock at PWM, it's the building of a Travel Lift which may substitute for the launch ramp.

Pot-Pourri Cont.

- For quiet escape you might want to ask John Welsh what it's like to spend two months in St. Mary's County Marina as a liveboard and cruising at leisure.
- Congratulations to the Pipers on their purchase of a 50-foot Cheoy Lee. They plan to liveboard. This yacht should make a terrific flagship for the OYC.
- Air conditioners are a rarity on sailboats. However, the owners of "Joyden" (transplants from Chicago) are liveboards and discovered Washington humid summers dictate they install one. (It's a RV type over a hatch.)
- Several wild mallard ducks with ducklings are being fed at the docks. Are they being fattened up for a future dinner?
- Club burgees, shirts, jackets, etc., are still being sold by Dale Jacobs at PWM "B" dock aboard "Sunshine."
- Also, congratulations to Dale and Rita on winning a free week cruise to the Caribbean.
- Have you seen all the driftwood Dick Kraus and crew brought back from Indian Head? It's going to be used in the new restaurant. Au Natural!
- Will wonders ever cease? Ed Connor actually towed in another boat!!!!
- Diesel engine owners should be aware of bacteria growth as well as the water contamination in their engine system.
- I have found that Lysol Toilet Bowl Cleaner really takes stains off the fiberglass. If you have any suggestions for anything let me know and we'll pass it on.
- Our "sister club," Neabsco Sailing Club, has been an asset to our growth since many members of that organization have joined OYC mainly because of our social events.
- I have met a young man willing to "Boat Sit" for liveboards when you have to go out of town. Lawrence Steiner, 6427 Galloway Court, Springfield, VA 22152 569-1640.

SAIL COMMODORE'S DITTY BAG BY AARON MARTIN

This is the third in a series of three articles on sail racing and will, I hope, assist novice racers of the OYC in preparing for the September 15th OYC Regatta. This article will discuss some elementary tactics that can be used to improve your chances of being competitive.

Favored end of the starting line. A normal starting line should be at right angles to the wind, with the first mark directly upwind from the line. In such a case the distance to be sailed to the first mark is the same no matter where you are on the starting line. There is however a tactical advantage to starting at the right end of the line as you will be able to tack onto port whenever you choose as opposed to left end starters who will have to wait until the fleet spreads out a little before they are able to go onto a port tack without having to encounter the right-of-way starboard tackers.

Position relationship to another boat. To ensure keeping ahead of your opponent, sail for a position that is upwind of his course; an opponent who is behind but to windward is dangerous, but the one who is ahead but to leeward is "covered".

Sail Commodore's Ditty Bag Cont.

Tacking. Most racers don't tack enough!!

Covering. If you must choose between covering an opponent who is nearest you but splitting away from the fleet, or covering the majority who are following similar courses, the best strategy is to cover the most, not the nearest.

Brief Summary of Tips to Win. (1) Start on time at or near the favored end of the line but compromise if necessary by giving up a few lengths from the favored end to get clear air. (2) Sail the boat flat, better to spill wind than to heel. (3) Winning is doing everything you know all of the time. . . be speedy and greedy.

SPECIAL NOTE: Don't forget the Sail Race Primer on Saturday, September 7th at PWM. The primer will be held from 1000 to 1400 at the picnic area. Mr. Doug Borden, an experienced racer, OYC member and past Commodore of the Neabsco Sailing Club will be the instructor for the event. See you there.

NOTES FROM THE POWER COMMODORE, JOHN PIPER

A last minute reminder about the upcoming Predicted Log Race on Saturday 14 September. This annual event is strictly for fun. It's a challenge to see how well you know your boat and your piloting skills. It's a race only against your own predictions so your insurance should not be affected.

So what are the techniques and secrets for winning you ask. How do I run a predicted log race? Well this Saturday, 7 September, there will be an open seminar/tutorial/question/answer session at the PWM from 1000 to 1400 around the picnic table (weather permitting) to answer these questions. Do come on down and join in.

And by all means, do enter the competition by filling out the entry form that was included with the August DAYMARKER. Additional forms will be available on Saturday at the tutorial. Just keep in mind that your official entry form must be received by Monday 9 September in order to avoid a penalty in your finishing time.

Prizes will be awarded for first, second and third place. Two of the three winners last year had never run a predicted log race before so that is no reason why you can't win. Who knows, you may be able to say that yours is an award winning yacht! Give it a try and enjoy the fun.

AN INVITATION TO SAIL

Neabsco Sailing Club has extended an invitation to all OYC sailors to join in the fun of their fall racing series. A special 3 month membership is available for \$7 which will entitle you to enter the fall racing series (\$15 entry fee to cover running races and some beautiful awards). Races are held each Sunday afternoon on Occoquan Bay starting September 15 at 1300 sharp. Two back-to-back races are held each day, which are followed by a cocktail debrief at the Black Forest Inn. This is fun racing designed for the entry level skipper and experts alike. Many are said to keep one crew member below to keep tabs on the Redskins game!

A perfect way to get into yacht racing is to attend the OYC sail racing primer, compete in the OYC Regatta on the 14th and then start the NSC fall series on the 15th. NSC membership will also bring you invitations to several major fall regattas including the now famous Neabsco Macho-Machette Regatta, a 25 mile river distance race, held in late October to benefit Childrens' Hospital. This event starts and ends at the Occoquan with hot totties and awards to follow at Fairfax Yacht Club . . . what a way to finish a sailing year! For more details and a NSC application, contact Bill Shaw or Aaron Martin.

GALLEY NOTES BY LYNN MARTIN

Jean Tilman wants something simple and easy but she is tired of Taco Salad, so this one is for you Jean. The best thing about an Antipasto Salad is that you don't have to do any cooking, the deli or grocery store does the hard part, and all you do is mix and chill, arrange and eat. Try serving it with breadsticks and this quick and easy desert (Quick Zappa Inglese) to round out the meal.

ANTIPASTO SALAD

3 jars (6 oz size) marinated artichoke hearts, chilled
4 jars (4 oz size) marinated mushrooms, chilled
1 can (1 lb, 3 oz) chick-peas or garbanzos, drained
1 small onion, chopped
1/4 cup chopped parsley
1/2 lb thinly sliced Genoa salami or 1 pkg (8 oz) sliced hard salami
2 slices (1/4-inch thick) provolone (about 1 lb)
3 cans (2 oz size) flat anchovies, drained
3 jars (9 3/4 oz size) giardiniera or mixed garden salad, chilled and drained
Lettuce leaves
1 jar (1 quart) red and green pickled peppers, chilled and drained
2 medium tomatoes, sliced

Into a 2 cup measuring cup, drain and reserve the marinade from artichoke hearts and mushrooms. In a small bowl, combine chick-peas, onion, 2 tablespoons chopped parsley and 1/2 cup reserved marinade; mix well. Cover with plastic wrap; refrigerate till ready to arrange antipasto.

Fold each slice of salami in half; roll into a cone shape; cover and refrigerate. Cut provolone into 1/4-inch strips; pat anchovies dry on paper towels. Wrap an anchovy around each provolone strip.

To arrange antipasto: Place small bowl in center of an round serving platter. Spoon giardiniera salad into bowl. Line platter around bowl with lettuce; arrange artichoke hearts, pickled peppers, mushrooms, provole strips, tomatoes, chick-pea salad and salami cones on leaves. Drizzle tomatoes with some marinade. Sprinkle remaining parsley on tomatoes and mushrooms.

QUICK ZAPPA INGLES

1 pkg (3 oz) ladyfingers
1/4 cup Amaretto or almond-flavored liqueur
1/4 cup chopped almonds
2 pkg (1 lb size) refrigerated ready-to-serve vanilla pudding
Frozen whipped topping with real cream, thawed
10 whole almonds

Separate ladyfingers. Line bottom and side of 1 1/2-quart bowl with ladyfingers, cut side up; brush with liqueur. Sprinkle bottom with 2 tablespoons chopped almonds. Top with contents of one package of pudding; sprinkle remaining chopped almonds over pudding. Top with remaining pudding. Cover, refrigerate several hours, or till chilled.

Before serving, spoon dollops of whipped topping onto pudding, garnish with whole almonds. Want to be dearing, mix a little liqueur into the whipped cream.

CRUSING TALES

The old adage "The best laid plans of mice and men, oft go astray" once again proved itself. The meteor cruise scheduled for the 17th of August was devastated by Mother Nature as she opened the heavens and soaked us all in two days of rain and overcast conditions. The dauntless OYC cruisers were determined to save what we could and made a perilous cruise to a safe and sheltered anchorage about 200 yards from the PWM near the I-95 bridge. A raft-up of about 12 boats was established (including dinks) and a good time was had by all.

One of the highlights of the cruise was good food, including blood and tongue coldcuts and pickled pigs feet. We are still trying to find out who brought the limburger cheese. It is rumored that several OYC members including a well known lady (RJ) took their life savings and nearly broke the bank on John's one-arm bandit. Talk about a lover of the water, Dale decided to demonstrate the finer art of swan diving off the "Maggie Lynn" and "Papa's Toy" about 1:00 a.m. (Dale was the only person to see stars that night). Earlier Joyce and Dennis of the "Joyden" arrived at the raft-up via their sailing dink and decided not to brave the foul weather and stayed the night. While Kim slept, Rich tried his hand at fishing in the rain and although he was tight-lipped about his catch it was rumored that it included one old shoe and a well worn pair of skivies.

It was great to see Paula Shaw on board the "Reliant" with her family and the OYC "horticulturist", Rick Van Doren went ashore in the marsh picking flowers. On Sunday the ever-ready OYC rescue team went aboard the "Diver Down" and responded to a call from Ken requesting a tow since his engines had failed.

Maybe in 1992 when the comet "Swift Puddle" again returns well will have better weather. See you then . . . Cruise Director, Aaron Martin.

NEW OYC MEMBERS

Welcome to our latest new members, Linda and Dean Haledjian, Fred and Kathleen Hintenach, Patricia Luse, Carol Sullivan and Jack and Patsy Garven.

LUBBERLY LIMERICKS . . .

There was a brash man from Nantucket,
Who siphoned gas into a bucket.
He broke the main rule when he lit up a Kool;
Now he's Heavenward bound—who'd a thunk it?

* * * * *

A macho young Captain named Lee
Was too vain to wear in P.F.D.
It is sad to record that he fell overboard
And quickly sank into the sea.

EMERGENCY NAVIGATION CHART:

(Clip and save this chart and keep it aboard the boat. If you become lost, it may help you get home.)



SIR FRANCIS BEAUFORT--FATHER OF THE MODERN NAUTICAL CHART

We take the nautical chart as a matter of course, but it is only recently the charts have been generally available, reliable and accurate. It wasn't until the middle of the 19th century that nations and navies began to be concerned about the lack of knowledge about hydrographic mapping. Mariners relied on "portolan", or "rutters" (you will all remember the importance of the "rutter" in the TV series, SHOGUN). These were simply descriptions of routes and some of the features of ports and shorelines which might be encountered along the way.

No one was charting the waters and shipping lanes in any systematic way as late as 1830. Admiral Richards of the British navy said of that time, "there was scarcely what could be termed a correct chart of any portion of the globe in existence." During the Napoleonic wars, British losses by shipwreck caused by bad charts were eight times greater than those caused by the enemy.

Private publishers sold all nautical charts; they were rarely revised and only those which made money were reprinted.

Then, in 1829, Francis Beaufort, the greatest of British hydrographers, was named head of the Hydrographic Office. In his 25 years at that post, he created the world's finest maritime surveying and chartmaking institution.

As a young man, Beaufort helped survey the Sumatra coast. On their last planned traverse the ship went aground on the shoal they were charting. All hands abandoned ship and Beaufort never forgot what could happen without an accurate chart.

As a young midshipman in the Royal Navy, Beaufort took every opportunity to take observations and sketch the shorelines. He was wounded while he was charting the Turkish coast, but finally brought his ship back to England. He never sailed again, and finally, at the age of 55, he was appointed hydrographer.

Among the ships under his command was the "BEAGLE," captained by Robert Fitzroy, which charted major sections of the South American coast. That voyage is better remembered because of its naturalist--Charles Darwin.

When Beaufort retired in 1855, the Hydrographic office had produced over 1500 new nautical charts. He kept high standards--the expression, "safe as an Admiralty Chart," entered the language as a simile for integrity.

Sir Francis Beaufort died in 1857--a Knight, an Admiral and recognized on the world map. It was said that Beaufort "did more for the advancement of maritime geography than was effected by all the surveyors of Europe united."

Another century would pass before marine charts extended with authority beyond coastal waters; but with Beaufort's work, the essential outlines of Earth's lands and seas were known. Today's nautical charts are direct descendants of his work and even now, one will find an occasional Admiralty chart whose coasts and soundings date from Beaufort's small flotilla of survey ships.

OYC THANKS

OYC wishes to thank Doug Phelps of "Two-Worlds-Three" for his efforts in laying the ground work with the two Counties for the declaration of the no wake zone on the Occoquan.

CONTROLLING BURN INJURIES

Serious burns are always a possibility on boats. Hot manifolds, alcohol stoves, fuel flashbacks, short circuits from shoreside power—all can cause burns. Emergency medical services are not always immediately available. Here are some things you can do to minimize damage from burns:

GENERAL

- Carefully, but quickly, remove victim from any heat source.
- Stop burning process—STOP-DROP-ROLL until flames are out.
- Use radio or land line to call for emergency assistance.
- Carefully remove all burned or smoldering clothing. If stuck to skin, cut off loose material.
- Cool smaller burns with cold water.
- Remove rings, belts shoes, tight clothing before swelling occurs.
- Cover burn areas with clean sheet.
- Keep victim as comfortable as possible.
- Conserve body heat.

CHEMICAL BURNS

- Flush skin with water for at least 20 minutes.
- Remove all contaminated clothing.
- Flush eyes with liberal amounts of water.
- Look for information on chemical, or call poison control center.
- Cover burned area with clean sheet.
- Keep victim warm and as comfortable as possible.
- Seek medical attention promptly.

ELECTRICAL BURNS

- Shut off current if possible.
- Get victim away from electrical source. Use a piece of dry wood or non-conductive material.
- Check pulse and breathing. Use CPR if needed.
- Keep victim warm.
- See medical attention at once.

GOING SOUTH ON THE INTERCOASTAL WATERWAY

If you are planning a trip south on the intercoastal waterway I'd like to pass on some very useful tips from Nick Katsarelis. As you read last month, Nick and Phyllis made that trip on the "Phyllis K" last winter. When you are outfitting for such a cruise you should include a "Midatlantic Waterway Guide" — available from Boat US and if you are going to Florida, you will also need the "Southern Edition from Jacksonville to Key West." Nick recommends that you study the guide prior to starting the trip. It will tell you where you can stop, what marinas and facilities are available, bridge opening and closing information (most important), dangers to navigation and distances between harbors or anchorages.

As you travel south on the ICW the navigational aids are green to port and orange/red to starboard except when navigating major rivers and inlets. In those, the aids will change to the standard system (red right return, etc).

In the summer, marinas generally stay open until 8:00 p.m. but if you are traveling in the winter, be warned that the latest they are open is 5:30 p.m.

There are many "NO WAKE" zones. Even though unmarked, you can still be liable for damage caused by your wake.

In narrow passes you should slow down to pass sail and small boats (fishermen, clammers, etc.).

When navigating in many of the narrow channels, your navigation must be precise. Nick and Phyllis talked to four different vessels that were grounded and had sustained costly underwater damage. They witnessed one cruiser that failed to make a turn as required and ended up in one foot of water only a few yards past the mark where he was to make a 30 degree turn. Nick and Phyllis were instrumental in getting assistance for that boat. In discussions with two other captains, Nick was advised that they had run aground as a result of their faulty navigation.

The most important navigation instrument according to Nick was his digital depth meter which could be set to give an audible warning at any depth from 1 to 15 feet.

In winter, traversing the ICW is a cold experience and one should have appropriate foul weather gear aboard. In the summer, the principal source of danger was in the sudden thunderstorms in the afternoon. As a result, timing daily schedules was important in order to get to a safe anchorage by 4:00 p.m. each day when thunderstorms were forecast. The "Phyllis K" is, of course, equipped with VHF but Nick found that having a \$25 Radio Shack Weather Radio aboard enabled him to listen to the weather and keep his VHF on channel 16 at the same time. Nick also strongly recommends carrying a spare battery for the boat in case of alternator trouble.

I want to thank Nick for the information he has provided and I'm sure that OYC members will now be better prepared for a trip on the ICW.

CLASSIFIED ADS

FOR SALE. Blue Steering Wheel Cover (Helm). 20" diameter, See Gene at PWM Slip A-2. Also a blue winch cover, could be used to cover a compass. Make Offer.

1974 260Z, Original Owner. Four speed, A/C 90,000. Runs excellent. New Battery, Muffler, Alternator, U-Joints, Tires, Radio Brakes, Some rust on Quarter Panels, needs painting. \$2875 703/491-5577

SEA LANGUAGE TRIVIA WITH A TWIST

Here's a nautical trivia quiz with a twist—and the more twisted your sense of humor, the better you'll do on the quiz (but the better you do on the quiz, the more you really need help).

Using the clues, try to come up with a nautical term that fits. We will give you one letter from each answer, and we've answered the first one for you. Answers will be in the October DAYMARKER. That gives you one month to develop a twisted sense of humor.

1. T — A decorative piece of cloth work around the neck when on liberty (SHORE TIE).
2. F G — Predictable Rules.
3. D K — Sharp left or right turn on a sailboat.
4. T N — An educated rope.
5. S P — A sailor who spills red lead over the side.
6. T G — Complaints heard during boardings, etc.
7. W — Lumpth on toadth
8. F G — End of the helm watch.
9. P — Having a pointy front and a rounded back end.
10. B — Sailboat command meaning "Don't forwardcome"/
11. W — Center hum of a wrist chronometer.
12. L — A home that doesn't weigh much.
13. K W — Imitation Goose feathers.
14. G D L — A cablegram requesting a new motor.
15. G W — Mashed up really well, as "The coffee was . . .
16. W — Passage leading to the ship's bathroom.
17. K — Dog talk for a "tall ship"

YOU ARE NEEDED IN OYC

There is nothing wrong with my typewriter except for one little key! The other 46 work perfectly! But, gee, just one inactive key sure does make a difference! You may say to yourself—I am just one member of the OYC, so they really don't need me. After all, one member won't make or break this club.

BUT YOU ARE WRONG—Just like my typewriter needs all of its keys, our club needs all of its members; without all of you, it just doesn't make sense!

NOMINATIONS FOR OYC OFFICERS FOR 1986 ANNOUNCED

The Nominating Committee delivered its report to the OYC Executive Board on 25 August as requested by the Board. The nominations were as follows:

Commodore:	Mary Joe Worcester Aaron Martin
Vice Commodore:	John Piper
Executive Rear Commodore:	John Welsh Dale Jacobs
Secretary:	Merilyn Piper
Treasurer:	Steve Worcester

All persons nominated are Regular OYC Members and have expressed their interest in serving in the indicated offices.

ASSIGNMENT OF PROXY

If you are unable to attend the October 9 General Membership meeting, during which the 1986 Club Officers will be elected, you may choose to assign your voting privilege to another club member. Fill out the attached proxy and send it to the individual to whom you assign your proxy. Remember that the assignment of a proxy to an individual assigns the right of choosing who they will vote for for you in the election. Those receiving proxies will deliver them to the Club Secretary for recording. Any proxy not recorded by the Secretary prior to the elections will be null and void.

ASSIGNMENT OF PROXY

To: Merilyn W. Piper, Club Secretary, OYC, Post Office Box 469,
Occoquan, Virginia 22125

Since I will be unable to be present for the 1986 election of officers for the Occoquan Yacht Club. I do hereby assign my proxy to: _____

Date

Printed Name

Signature

