



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

The Daymarker

April, 1987, Vol. 10, Issue 4

Commodore
Karl Day
703-476-1977

Vice Commodore
Bob LaSerte
703-938-2347

Rear Commodore
Dale Jacobs
703-683-6065

Secretary
Gerry Cavanaugh
703-494-0187

Treasurer
Mary Jo Worcester
703-494-2383

1987 SCHEDULE OF EVENTS

25 April	10 a.m.-?	USCG Courtesy Inspection with I-95 Raft-Up
9 May	Noon-?	Flag Raising Ceremony with O'Night to Powell's Landing
23-25 May		Memorial Day - Three-day Cruise to Port Tobacco River



Commodore's Comments

I am writing these comments when so much is on my mind. In particular, my Father - once a giant of a man - now battles with life threatening pneumonia. The pneumonia is now on the run and the fever is down - another story in and of itself. It is so hard watching this once strong man now surrounded by a myriad of hi-tech support devices, trying to battle this illness which is trying to take all the strength from a man who has taught me so much of what I know and believe about ethics, responsibility, integrity, initiative and independence. It will serve to get these notes started while I wait for the next opportunity to help my Dad in his struggle for life.

I've been hooked on the water and boating since I was a little kid. We never had much in the way of a boat but what we had, we certainly enjoyed. Growing up in Flint, Michigan, your typical General Motors town, and sharing man's basic fascination with the sea, it was only natural that several generations of our family were drawn to Lake Huron for summertime fun. It has been a long journey from our first twelve foot wood boat, a Wolverine by Wagemaker with a five horsepower rope-started Johnson motor to SERENITY, and from a sun-burned little kid catching his first yellow perch to an overweight, grey haired airplane salesman cum yacht club Commodore. Yes, a long journey, but one that, in retrospect was inevitable. More importantly, it has been fun.

We had our first 1987 OYC General Membership Meeting and the annual St. Patrick's Day party last week. The meeting was fun, albeit a little

informal. OYC'ers tend to get rowdy if you keep them away from the bar and the food too long. Many thanks to Bob LaSerte, Barbara Irish, Wayne and Nancy Cates, and Gene and Ulla Fichter for the arrangements of setups and facilities. The food brought by the members was great and totally destroyed my diet. Oh well! No major new business was raised although a heart-felt plea was made by Jean Tilmon for all of us to be especially careful about over exposure to the sun this Summer. Skin cancer is a serious and often fatal problem. Even if you avoid this extreme consequence, the long term effect of too much sun is not good. That bronzed look may seem attractive but it may make you look old beyond your years not too long from now. Use a high grade sun screen ointment or lotion. If you want advice, ask Jean or your doctor.

For those of you who were not at the meeting, please be aware that the schedule published in last month's Daymarker was a first cut and quite tentative. We are having a meeting of the Board as well as the advisory and ad hoc members on March 28th when we hope to establish a reasonably firm program, at least as far as major events and cruises are concerned.

Our first official weekend will begin on April 25th. We have arranged with the Coast Guard to have a team available on Saturday morning to perform their annual courtesy inspection. This is a good time to let professionals look over your boat, check out your equipment, and give advice where appropriate. If you are awarded the decal, you can display it proudly and rest assured that your vessel meets the basic requirements for safe operation. It would be a witness to the rest of the boating community as well, if the OYC had a significant number of boats displaying both the OYC burgee and the USCG decal. If you have questions as to what is required for passing this examination, please call your Training/Safety Officers, Lou Nanni and/or Dennis Moeller.

In the afternoon, we plan to schedule a repeat of last year's fire safety program where anyone who wishes, will have an opportunity to learn about the various types and classes of fires, how to deal with them and to get some hands-on experience using a fire extinguisher. Last year the OYC held a "Dock 'N Swap" wherein a table was set up and individuals brought items which they wished to sell. This year, as a variation on the same theme, we thought we would try an auction after the fire training. Any item that you have which is boating related and which you would like to sell can be brought. If you have a minimum acceptable price for it we will plan to start the bidding at that price. It is suggested that a portion of the sales proceeds be designated for contribution to the Club (how about a minimum of 10%?) After some discussion, however, it was decided that, although this would be encouraged, it would be at the option of the individual seller. Sooo - we are going to give it a try. Although I usually end up with something I don't need for more than I want to pay, I have rarely regretted my decisions. We think it will be fun and my experience has been that auctions are always exciting. A flyer will be sent out later to describe all of this in more detail.

Finally, it is planned to make a very limited tune-up cruise with an overnight. Last year those who ventured forth got no farther than the I-95 bridge (weather I think) but it is reported that a grand time was had by all. Maybe this year we will get all the way to -- who knows?

Well, we are underway for 1987. It is a beautiful day. The news now from Atlanta continues to be good and there is guarded optimism that my Dad will be OK. It is a credit to the wonders of modern medicine, the prayers of dozens who are supporting us and the faithfulness of God - mostly the latter that I can send this off with a sigh of relief and a grateful Amen!

See you all soon!



Vice Commodore's Comments

Spring has sprung! Time to get the boat ready for the OYC field day when we will have safety and training events, the Spring Spartan Tune-up Cruise, USCG/Aux. inspections and the infamous I-95 raft-up! But before you take the old girl out (I mean your boat) make sure she is ready.

Q - Why won't she start?

A - Did your battery discharge this winter? Time for a new one maybe? Did you check to see if your battery had water in the cells? If it doesn't, then please don't add cold water you have had on board your boat all winter - use room temperature distilled water. We have already had one case at OHM where cold water was added to a charging dry battery and the battery exploded in a member's face. Luckily, due to quick thinking on the part of another OYC member, the acid was washed off quickly and the patient taken to the hospital for professional help. Is your wiring still intact or is it rusty and frayed and difficult to figure out what goes to what because of all the splices? No time is a good time for a fire on a boat. Rip all that old stuff out of there and do it right.

Q - Why won't she run?

A - Gas plus time equals varnish. Not the kind of varnish that keeps your teak looking good but the kind of varnish that clogs fuel pumps, fuel lines and carburetors. While your at it, replace those stiff and cracked lines with brand new ones, and get the kind that alcohol won't attack: Better safe than sorry.

Q - Why can't I get a USCG/Aux. decal?

A - Because your flares are out of date, your lines are frayed, your navigation lights don't work, your PFD's are ripped, your fire extinguisher isn't charged, etc.

Stop procrastinating and get ready. Spring has sprung!

Get your 1987 decal on the 25th and join the rest of us on a nice cruise and raft-up to celebrate the vernal equinox. By the way, is that a coral reef on your hull or do you just need new bottom paint?

This season's Princess Pageant has been cancelled. Only five PRYCA member clubs (including OYC) had contestants. Since it costs about \$3,000 to throw the pageant, the Board thought the money could be better spent elsewhere. A committee is already working on next year's pageant to have better events to generate more interest.

Alexandria has rented the slips in the city dock on monthly or yearly leases. No transient boats apparently are welcomed. Therefore, our plans to visit the waterfront festival are up in the air. I'm calling and writing anyone who will listen and we may be accomodated yet. I'll keep you posted. In the meantime, please call the Alexandria City Council and complain! If they get about fifty calls a day... the number is 838-4500.

As promised, I am tracking local laws pertaining to drunk boaters. Instead of paraphrasing, I am presenting Captain Franklin Wood's response to some questions I put to him. No word yet on D.C.'s new law.

See Next Sheet

LT. COL. PAUL C. WENTZELL
Dir., Field Operations
269-2249



LT. COL. HARVEY C. COOK
Dep. Superintendent
269-3170

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
NATURAL RESOURCES POLICE
Col. Jack T. Taylor, Superintendent
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MD. 21401
(301) 269-2240

February 5, 1987

Mr. Robert La Serte
Vice Commodore
Ococoquan Yacht Club
P.O. Box 469
Ococoquan, VA 22125

Dear Mr. La Serte:

This letter is in response to your inquiry on Maryland's law and policy on intoxicated boat operators.

I will attempt to answer each question in the order in which you listed them in your letter.

1. Maryland has a dual B.A.C. level which is established, (1) impaired B.A.C. .08%, (2) intoxicated B.A.C. .13%. These levels are presumptive in that if that level is present upon testing, it is presumed that the subject was impaired or intoxicated. However, by Maryland law, anyone over a .05 B.A.C. could be proven impaired with other competent evidence.
2. The law is codified under natural resources Article 8, Section 738. (I have enclosed a copy of the law.)
3. The maximum penalty for the first offense is \$500.00 and/or 3 months in jail. A second or subsequent offense is punishable by a fine of \$1,000.00 and/or 1 year in jail.
4. Boater impairment in many cases cannot be determined prior to a stop, but impairment can be evidenced by reckless/negligent operation, speeding, or any other operational violation. Keep in mind, that there needs to be other evidence of alcohol and/or drugs before a case can be made. Also, officers will stop vessels upon probable cause, reasonable suspicion of any type of violation. Many stops made for other violations have led to an O.W.I. (operating while intoxicated) case.

5. Yes, Natural Resources Police are trained in administering various field sobriety tests that are applicable both on water and land. The procedure for administering these tests are as follows: If an officer upon face-to-face contact with a suspect has reasonable suspicion that a person is under the influence of alcohol or drugs, he may request the suspect to perform various field sobriety tests. In addition, a number of officers are certified in the use of "Horizontal Gaze Nystagmus" and a Preliminary Breath Test unit that gives the actual B.A.C. of a suspect.

6. No. Officers will only administer field sobriety tests when there is probable cause or reasonable suspicion that the person is under the influence of alcohol.

7. Yes. All personnel are trained extensively in arrest procedure, field sobriety testing, physiological and pharmacological effects of alcohol in the body, stressors of the marine environment that exacerbate the effects of alcohol, detection cues and techniques, and constitutional and case law regarding alcohol enforcement. Also, all officers receive training in administering field sobriety tests on drinking suspects.

Hopefully, this information will be of assistance to you. If you have any questions or need additional information, please feel free to contact me. Thanks also for your interest in boating safety.

Sincerely,

A handwritten signature in cursive script that reads "Franklin I. Wood".

Franklin I. Wood, Captain
Commander, Southern Region
Maryland Natural Resources Police

FIW:cd

EDITOR'S COMMENTS
by Terri Petrey

We made it! As all living creatures (including OYC'ers) end their Winter hibernation and the old familiar faces start reappearing, the membership starts to come alive for another boating season. Our thoughts are already on the upcoming overnight raft-up and the first OYC auction.

During a discussion recently, I was asked whether or not some prospective members might "fit in" with the OYC. My first thought was "Why not?" We all share a common interest in that we enjoy meeting people, we love the water and sun and our primary interest is we love our boats! I guess "fitting in" is going to be an individual matter. There are some people who might not give a darn! I would hate to force anyone to join to "fit in". I always try to bring up all the things I enjoy about the Club. There is no class system (although some people feel there is due to the size of some member's boats). This is a fallacy and I can't emphasize this strong enough! There aren't a better group of people anywhere who wouldn't be willing to help out in any instance no matter what size the boat is. And, more importantly, after a hectic week, there is no better way to relax and unwind than to be with friends sitting or cruising under the stars and just generally enjoying each others company. Who couldn't "fit in" or want to be part of this kind of time well spent. Of course, there is always the occasional meeting and the always fun social functions the OYC puts on and although they have been categorized as somewhat informal, they are always informative. It's always interesting to see how many ways Robert's Rules can be bent!

So for those people who feel they don't "fit in", it's only because you haven't JOINED IN the fun!

I am proud to welcome Bob and Laura Petrey and their son Bobby as new members of the OYC!

Welcome to all new boats of our members, and good-bye to some of our members who have moved from OHM to other marinas. Which brings a request from Membership: Please call 490-4857 or drop a note to OYC, PO Box 469, Occoquan, VA 22125, with any changes to your address, phone number, boat information (including change of location, type, call sign, etc.) so when the new Membership Roster is printed it will be current. The records are only as complete as the information provided.

The membership roster included with this issue of the Daymarker is of the OYC's current membership only and does not include the usual detail of the complete roster. It is anticipated that a complete roster will be published as we move more into the boating season and our membership increases.

NOTES FROM THE POOP DECK
by Mer Piper

Well, life has taken a more normal, casual atmosphere this past month. March is the month of musical boats, and it's been fun watching the new season take shape--boats changing slips, new boats coming in, others leaving--and soon we will be all snug in our very own slip for the season and we can get down to the myriad of tasks at hand of owning a boat. March also brings the joys of seeing the snow bells and the crocus bloom; watching with anticipation the jonquils and

tulips as they poke through the ground and withstand a couple-three inches of yet another wet snow; seeing the willow take on a green hue; and, finally hearing the peepers at night as they welcome the warmer weather. The male mallards are still visiting for meals every day - can only presume mother is nesting and look forward to the whole family dropping by (sure hope my duck bread is ready). John and I had a treat the other night. Besides it being a beautifully clear and star bright night, we happened to notice a minor "wake" approaching from the marina shore. What we saw were beaver making their way from our shore to somewhere downriver - the larger beaver leading. It appeared that the smaller beaver was really working to keep up, and as they passed in front of the bow and alongside starboard we heard the smaller one "talking" to the larger one. Putting this to words is going to get me in trouble, but here goes - the only way we can describe what we heard was it sounded like a very high-pitched, whiney type voice saying rapidly "wait for me, wait for me". Naturally the larger one ignored the smaller one, until the mallard came quacking up river. At that point the "conversation" became unintelligible, to us anyway.

Earlier I mentioned we would all be getting down to the myriad of tasks at hand of owning a boat. One of those tasks we hope will be your participation in as many OYC functions as you can fit into your individual schedules. It appears that the Schedule of Events is shaping up to provide several opportunities. However, a potential "problem" has come to my attention via direct comment, overhearing on the docks, and third-hand conversation -- and that is that the "smaller boats can't do what the bigger boats do". In reality, it should be the other way around. But, what I think I'm hearing is that possibly some of our members feel that if they don't have a 30 footer or better they aren't welcome to join cruises, jaunts up or down river, raft-ups or other water related activities. Since our schedule for April includes, among other things, an I-95 raft-up, I am taking this opportunity to use most of an article John wrote for another medium on the subject of "What is a Raft-Up?"

"WHAT IS A RAFT-UP?"

A raft-up is a gathering of boats on the water for social exchange. Two boats tied up to each other are said to be "rafted up". On July 4, 1985 we were guests on a boat in a raft of over forty (40) boats!

The usual procedure is for the largest boat to anchor carefully, check bearings and holding to ensure that the boat will stay put. After the anchor boat is satisfied that all is well, the Skipper will indicate to the others that he is ready to accept someone alongside. The anchor boat will indicate whether to come alongside port or starboard. If more than one boat is waiting to raft up, courtesy dictates that only one come alongside, since the anchor boat will be busy with the new arrival.

Protocol holds that the boat coming alongside will supply all of the necessary fenders and lines to tie up. Since a wake from a passing boat can cause the raft to heave up and down, it is important to tie up securely with plenty of fenders and lines. As a minimum, bow and stern breast lines with crossed spring lines fore and aft will do for starters. Any special areas of chafing etc., require additional lines and/or fenders.

When boat number two is secure, both boats are ready to take additional boats alongside. Each Skipper is responsible for his own boat and will indicate when he is ready to accept the next boat. This is the way the raft grows. The overall makeup of the raft should be considered. If one of the boats has to leave early, she should be put on the outside if possible. Smaller boats should be toward the outside with bigger boats in the center. Common sense should prevail. If a five foot dinghy wants to raft up, it can be tied across the swim platform of a larger boat.

Once the raft is complete, the socializing begins. This is called "boat-hopping". Since there is no other way to get around a raft except by climbing over the other boats, the usual courtesy of requesting permission to come aboard is suspended in a raft. This does not mean that you can wander throughout another boat, just that you can climb over it. The simplest travel back and forth is by means of swim platforms. However, if your boat does not have a swim platform, be prepared to have people climbing through your cockpit on their way by.

As for the social amenities, each group can establish their own rules. In some cases, each boat will put out a spread of snacks and tid bits while in other cases, you take a can of peanuts with you. In no case, however, do you partake of another boat's booze unless specifically asked to do so.

Does all this sound a bit crazy? You bet--and that's why the raft-up in the first place. What better way to get to know your neighbors and associates than on the water. If you've never rafted, you'll never know the fun you're missing.

If there isn't a "planned" Club raft-up and you are out on the water and you see a raft with an OYC burgee or banner, I feel confident that you will be welcome alongside. I would recommend attempting to make radio contact with the raft and if you are unable to make radio contact, approach the raft slowly and request permission to come alongside. Since this particular raft may be scheduled to stay until morning, or break at a certain time for whatever reason, you should plan your departure accordingly.

So, on that cheery note, let's see a good turnout for the I-95 raft-up on April 25 (which is also the weekend we turn our clocks ahead one hour-unless, of course, Congress changes that for us).

LETTER FROM CAPT. BOB

As Spring approaches, I am reminded of the time my Dad and I found a new use for an old wood boat. The water is shallow between our house on the mainland and Gwynn's Island. The channel, though very deep, is not very wide. We had grown tired of Winter and longed to stretch our legs on the sandy beach across the narrows.

The wind was strong and the water rough but the sun was shining-typical Spring weather on the Bay. After two hours we coaxed the motor into running and we raced out, our enthusiasm growing with each and every crash into the waves.

Then the board broke. Dad says the whole bottom collapsed, I say just one plank. In any event, I have a clear memory of ice cold seawater pouring in as our motor dug into the mud. There we were-one hundred yards from shore-standing in the shallows waist deep in water.

Now every Spring, I check my boat inch by inch for signs of decay. I haven't owned a wooden boat since, but I still find myself crawling around looking for cracks and stress marks in my fiberglass. It has become an obsession not just a Spring ritual that has grown to encompass all the equipment on or near my boat. Never again will I launch after de-winterizing until I know everything is right.

When the tide goes out in the narrows at Gwynn's Island, the remains of the old skiff still stick out of the mud. The crabs feel safe in it and like to hide in there. When Summer comes, we walk out with our nets and baskets and scoop them up.

So there it sits, the world's strangest crab trap. Dad claims we really did it all on purpose. To have one last wild ride before finding a new use for an old wooden boat.

GALLEY NOTES
by Terri Petrey

Well all of my pleading finally paid off! We have our first recipe and it is fantastic.

This recipe was submitted by Rosemarie Lingo who furnished some of the best cornbread I think I've ever tasted, and I have tasted a bunch. It certainly went great with the chili we had at the Chili Cook-Off in December and will taste equally as good with some Summer ribs or chicken. Thanks Rosemarie - now how about the rest of you? Haven't you got something yummy you would like to share with the membership?

Mexican Cornbread
(in Texas it is pronounced Mes'kin)

3 cups cornbread mix	2½ cups milk
½ cup salad oil	3 eggs, beaten
1 large onion, grated	2 Tbs. sugar
1 cup cream style corn	1½ cups grated cheddar cheese
½ cup chopped, seeded and deveined Jalapeno Peppers	¼ lb. bacon, fried crisp and crumbled

Mix all ingredients together and bake at 375 degrees in three 8" cake pans until done. Should brown in approximately 35 minutes.

This is a generous amount, however it freezes well for later use.

Serve hot or cold. Either way it is very good!

QUARTERDECK QUIZ

Time to sharpen your pencils and dust off the Chapman's for this month's quiz. Winner gets a couple of no spill-no slide mugs with a choice of fish, flags or ship motiff. OR a teak cassette tape holder. First correct answers received by April 15, 1987 at OYC, P.O. Box 469, Occoquan, VA 22125 (please put QUIZ on the envelope) wins.

1. Describe an accidental jibe.
2. Left and right (port and starboard) banks of a river are named relative to the vessel's course up stream. True or false.
3. As you pass a Coast Guard station just before dusk you see two triangular red flags flown together. As darkness falls you notice

a white light displayed over a red light. What are they trying to tell you?

4. You see a buoy that is yellow and black vertically striped. What should you be on the look out for? (Don't laugh, I saw one once at Sandy Point last Thanksgiving)

GOOD LUCK!!!



How many of you have had this happen to you? I know someone who did!

This is what I would call a safe boating practice!

