

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

# The Daymarker

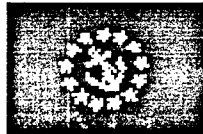
February, 1987, Vol. 10, Issue 2

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
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## 1987 SCHEDULE OF EVENTS

14 March - Saturday

Spring General Membership Meeting and  
St. Patty's Party



### Commodore's Comments

KARL DAY

January is almost gone and we have had really remarkable weather up until recently. People keep suggesting to me that it is only a matter of time until Old Man Winter clobbers us. (As of this Secretary's typing, Old Man Winter clobbered us with 16" of snow!) Maybe so - but every day that goes by without severe cold or a big snow or ice storm brings us one day closer to Spring and the beginning of another boating season. Praise the Lord.

The year ahead looks promising and should be full of exciting events. We have gone over the survey sheets which you filled out at the Christmas Party and we thank you very much for your cooperation in providing us with valuable information so that we can, hopefully, tailor the year's events to your liking. There weren't too many surprises but for you statistics buffs, here are your responses broken down.

A total of 51 sheets were collected. Of the activities listed, the following are in order of preference:

<u>Activity</u>	<u>Responses</u>	<u>Percentage</u>
Overnight Cruises	37	73%
Weekend Cruises	35	69%
Day Cruises	33	65%
Dock Parties	32	61%
Training/Safety Events	23	45%
Dock 'n Swap	20	39%
7-Day Cruise	20	39%
Joint Club Cruise	18	35%
Competitive Power Events	18	35%
Competitive Sail Events	9	18%
Mid-Week Events	6	12%

We will do our best to strike a balance but we will probably go with the flow. We had one suggestion for a Bahamas/ICW Cruise - bet I know who that was.

Those who suggested wet T-shirt contests, bathing suit contests, and bottomless men parties were in the minority but I suppose they are free to do their own thing -- so to speak.

Another question that was raised was whether or not members would be willing to pay a subscription fee for the Daymarker. Only 44 of the 51 answered this question but 31 or 61% of the respondees indicated a willingness to do so - if the fees are reasonable.

Although this is a tribute to the quality of the Daymarker, we are going to consider such a step only as a last resort. At the present time we believe the cost of producing this fine newsletter is under control and we plan to bring it to you at no extra charge and with undiminished value.

We have nearly completed the filling of Ad Hoc and Advisory Board positions and believe you will be pleased with the quality of those who have volunteered. They are:

ADVISORY BOARD

Rear Commodore - Sail	Pat Utter
Rear Commodore - Power	Ron Tilmon
Rear Commodore - Racing	Doug Borden
Training Officers	Lou Nanni/Dennis Moeller
Facilities/Properties	Joyce Moeller

AD HOC COMMITTEE

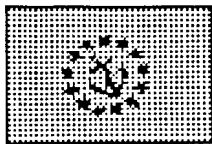
Historian	Open
Public Affairs	Merilyn Piper
Social Officers	Wayne and Nancy Cates
Junior Advisor	Marcia Goodman
Membership	John and Merilyn Piper

JUNIOR OFFICERS

Junior Commodore	Stacy Hampton
Junior Vice Commodore	Patrick Worcester

The Ad Hoc positions of Safety and Search & Rescue have been eliminated for this year and will be combined under the Advisory Board position of Training Officers. The Board has concluded that our primary mission is not to participate in search and rescue but rather to be prepared to assist as needed and, therefore, our role should be one of conducting training within the club so as to prepare members to respond well if faced with an emergency.

For your planning, the first event of the year will be the Spring General Membership Meeting and St. Patricks Day Party to be held at the Woods of Fairfax in Lorton. The meeting will start promptly at 7:30 p.m. Further details and maps will be mailed out soon. Be sure and keep the date open.



## Vice Commodore's Comments

BOB LASERTE

We are in the middle of winter and this weekend is a good time to go down to the docks and check on your boat. You may find your lines are chafed through, your cover has blown off, or your bilge pump clogged. Don't leave the safety of your boat to chance. Even if it is "safe" on dry land it still needs to be well ventilated and covered to be properly protected. Go down and check her out this weekend - sit in the cockpit and daydream of all the good times the summer will bring.

February is also a good time to make sure your "kits" are in order. As in tool kits and first aid kits, both need to be clean and complete. Ever try to change a gas or oil filter without the proper wrench? It can be done (wrap a line around it and pull! Right Louie?) But not without alot of difficulty.

Ever try to cure a headache without an aspirin? Barb says she knows the perfect cure but that's not always practical. Here's a couple of lists to make sure you're ready come Spring.

### FIRST AID KIT

Scissors - small, sharp, blunt ended  
Tweezers - I hate splinters!  
Thermometer - Just in case  
Tourniquet - only for major bleeding, follow instructions  
Bandages - assorted sizes  
Adhesive tape - preferably waterproof  
Iodine - individually packaged  
Aspirin - or any good substitute  
Antiseptic Ointment/Spray - insect bites, burns, etc.  
First Aid Manual - read it first!

For good measure throw in antiacids, laxatives, seasick pills, an eyewash kit, antihistamines, decongestants and ammonia inhalants. For a more complete kit for longer cruises, see Chapman's Piloting. You DO have a copy of the "boater's bible" don't you? Best twenty bucks you'll ever spend.

### TOOL KIT

Filter wrench - for gas and oil filters  
Feeler gauge - for gapping points and plugs  
Screwdrivers - small, medium, large of both phillips and standard  
Wrenches - open ended/box combinations  
Spark Plug Socket - make sure it fits your plugs  
Socket Set - with 3 inch and 6 inch extensions  
Electrical Tape - 2 rolls (a good temporary fix)  
Ignition Tune-up Kit - spare, rotate seasonally  
Service Manual - second best twenty bucks you'll ever spend!

The bigger your boat the more room you will have to carry things like spare hoses, filters and belts. If you are planning a long cruise, it's best to stock up before you leave. An in-line carburetor filter for a 1973 Crusader 270 is hard to find on a Sunday afternoon in a backwater Bay town somewhere.

Both kits should be in plastic, not metal containers. Both kits should be readily accessible. Both kits should be used by people who know what they are doing. Now is the time to take classes on first aid/CPR and beginning mechanics. When Summer rolls around you'll feel alot safer plus it's a good way to kill time until boating season returns.

### A SPECIAL THANKS!!!

Kudos have been presented to those who have been involved with OYC functions during 1986. However, the efforts of one of our members has gone unacknowledged. Those efforts are of the 1986 Club Historian, Rita Jacobs. She spent many hours putting the Club's photo albums in order and had photos of Club activities on easels at each and every function so everyone could share in the past fun of the Club. Thanks bunches Rita - from all of us!



### **Fleet Captain (Racing) Comments**

DOUG BORDEN

#### ROUND THE BUOYS

It's much too cold for much sailing round the buoys these days, but your Commodore for Racing has been continued in office another year and I thought it about time I started doing my job of keeping you informed about sailing-related events happening in our area. Now, I know that what we have on the Potomac is really small peanuts compared to what is going on off the coast of Western Australia, but just remember that all those 12 meter sailors got their starts in something small, and it could be in a boat like you have or someone you know has, right here in river city.

But what has been happening since I signed out unexpectedly in October? A short period of lay-up because of a back problem cut short my sailing season, so I did not have a chance to enter the last couple of events. But I can assure you that organized racing activity did not stop until all boats had completed the Kids Kup Regatta on 1 November. This is one of the most satisfying events to sponsor and participate in because almost all the money goes to Childrens' Hospital. Over \$2,000 was raised again this year! So, if you didn't get a chance to race for the Kids Kup and to perform a useful service by donating registration dollars just for having fun, be sure to mark your calendars for 1987. And, I can tell you the date, even now! Read on...

The Potomac River Yacht Racing Council (PYRC) has met twice since the "season" ended and has developed a schedule of events for 1987. The biggest early event is the celebration of the end of the 1986 season with a banquet and awards presentation. This should be a bang-up affair as it has been the last 3 years. You do not have to have raced in any events to be able to participate in this annual banquet. Just follow these simple instructions to the Mid-Winter Banquet.

MOUNT VERNON YACHT CLUB

Saturday, 7 February

(Help set up at 6 PM for the Social Hour at 7 PM,  
followed by dinner at 8. Then awards and dancing)

\$7.50 per person

Each couple bring either Hors d'oeuvres, salad,  
vegetable, or dessert (enough for 6 persons)

The PYRC will provide the Filet Mignon, baked potato, butter, sour cream, beer or softdrinks, plates and utensils. You may bring if you like, eating utensils, beverages of your choice for the social hour. Reservations may be made by phone to Doug Borden (971-5467), then pay at the door. Telephone reservations must be made not later than Tuesday, February 3 and telephone reservations must be kept once the count goes in.

After the Mid-Winter Banquet, the next PYRC activity will be a sailing seminar in early March at a date to be announced. Watch this space!! Then, when Old Man Winter has begun to shuck his heavy clothes, the sailors will try to spur him along by holding the first 1987 on-water event - the Fairfax Yacht Club Annual Regatta on Saturday and Sunday, 25 and 26 April. This event will be followed by Neabsco's annual Spring Regatta on Saturday and Sunday, 2 and 3 May. Next will be the Mount Vernon annual Spring Regatta on Memorial Day weekend, 23 and 24 May. As usual, a long summer break because of light winds will be followed by the annual Occoquan Yacht Club Regatta. This year it will be held on Saturday, 19 September. The next day the ladies will hold forth in our area with a Ladies Regatta on 20 September. Neabsco's opening of this event to other clubs in 1986 met with mild success, and we think there is great potential for 1987 and beyond. Ladies, start 'em sailing! After the ladies, Mount Vernon's Columbus Day Regatta follows on Saturday and Sunday, October 10 and 11; Quantico sponsors its 36th annual Frostbite Regatta on Saturday and Sunday, 24 and 25 October; and we again end the formal racing schedule with the Kids Kup on Saturday, 31 October. That was a fast year! But, time does fly when you are doing what you like to do.

But what else is required for the river championship? How many races do I have to sail? Well, three regattas is the minimum requirement. Five of the scheduled regattas have been designated to count toward the river championship, and a yacht must be properly qualified and certified and race in at least three of the five designated events. The best three event scores will be counted, so if one has a bad day, that event will not count as long as a competitor has three good events while officially qualified. The five designated events are: the Fairfax 2-day regatta in April; the Neabsco 2-Day regatta in May; the Mount Vernon Memorial Day regatta in May; the Quantico regatta in October; and, the Kids Kup on October 31st, Halloween! Three to qualify -- a piece of cake! Now, let's get the boats ready as soon as the weather breaks, read up on the racing rules and procedures, round up a crew, and let's go sailing! But, in the meantime, try the Mid-Winter Banquet on February 7th. Please give me a call.

Next month - results of the 1986 PYRC championships, individual and club; seminar schedule, and, a few ideas about preparation for the 1987 sailing and racing season.

NOTES FROM THE POOP DECK  
J. Piper

Life at the marina is so dull! What can possibly be happening during the winter? It's so quiet! Wrong on all counts. Allow me to fill you in on the "routine" happenings for January.

The first weekend in January, four young boys were climbing on the cliffs on the Fairfax County side of the river just across from the marina. We had seen them off and on during the day but as night fell, Mike Broker heard them call for help. They had clambered south to a point where they were stuck and were afraid to move any further. It was getting dark, it was raining and they were getting scared. A call to the rescue squad and we had the "Rescue 20" boat as well as an ambulance from Fairfax County who managed to rescue the boys before they fell into the river.

Two weeks later, a patron of the local watering hole decided that the loading ramp was the road home and attempted to drive his Le Car by Renault across the river. Two police divers and two tow trucks pulled the car out the next day.

The same weekend, an unfortunate fire at the Riverview Marina gutted an old 35' Owens. To prevent it from sinking in the slip, it was towed down to the OHM with a gas powered pump running to keep it from sinking. It was lifted out, with two fire trucks in attendance to determine that it was no longer burning. (Editors Note - at this writing I was told that it was thought to be an electrical fire in the refrigerator) It will be hauled away, but for now it is a sad thing to see.

January saw the return of the bald eagle who sits on the Fairfax side of the river watching everything. He (I assume that it is a he) will swoop down and catch a fish and return to his perch while he consumes his catch. Mer and I have also been lucky enough to see deer swimming across the river to meander gracefully off into the woods. Magnificent!

You should see Dick Krauss going out duck hunting complete with dog, decoys and duck call on the coldest days of all. Sporting masochism at its peak!

Then there are the boats. We saw one old wooden boat towing two others out the river in the middle of January. I believe that they were leaving the Riverview Marina to go where? And bass fishermen every weekend throughout the winter. They have got to be nuts!

True, the winter beauty is offset by the occasional pile of trash floating down the river, but the mist rising off the river on a cold morning makes it all worthwhile. If you haven't visited the river in the winter, you are missing a lot.

#### EDITOR'S NOTES by Terri Petrey

As I compile and edit this month's DAYMARKER, I am already dreaming of sun-filled days and lots of fun. Of course the fact that I am looking out of my window and watching heaven-knows how much more snow fall onto our already 17" accumulation might have something to do with my daydreaming. Well, if I can't have those days for another 3 months then my next best thoughts of those days will be the coming of two Boat Shows! The first will be the Chesapeake Bay Boat Show at the Baltimore Convention Center and Festival Hall on January 31-February 8 and the Washington Boat Show at the Washington Convention Center on February 21-March 1. It's always fun to have a group of friends go to one or either of these so if anyone is interested, let me know.

This time of year also brings a slackening in "newsy" articles for the DAYMARKER. We need recipes for these coming cold wintery nights (and days!). Anyone who might have information they would like to share with the membership is more than welcomed to send me your articles and I will be more than happy to publish them. This time of year is a good time to take some refresher courses in CPR or Coast Guard boating. Have a classified ad you would like to see published? Want to sell that boat before going to the Boat Show? Send me the information and I will publish it! Got a gripe that you'd like aired? We won't know if it's a "point well taken" unless we hear it! Do you vaguely remember an article from an old DAYMARKER that you might like to see published again? Let's hear from you!

#### LETTER FROM CAPTAIN BOB

I got a barometer this Christmas but I don't think I'll ever use it on my boat. I have a built-in barometer that never lies and I carry it everywhere I go. It's my foot!

A few years ago, I took my pocket cruiser "DESCOUREUR" down the ICW to the Florida line. John Piper said it best when he described a trip down the ditch as "hours of tedium punctuated by moments of sheer terror".

I had heard Albemarle Sound could be nasty, but the weather was fine that morning - typical August - hot, humid, with occasional afternoon thundershowers. (Thundershower doesn't sound as ominous as thunderstorm). I didn't pay much attention to it as I was anxious to get out of the dismal swamp.

Albermarle Sound was indeed nasty! Depths are about five foot but when I began my crossing the swells were about eight foot. As I rode the crest of each wave, I could look into the trough and see muddy bottom. An "occasional" thundershower had taken this occasion to rip across the Bay. After fifteen minutes I turned tail and ran for a Government maintained dock just inside the swamp.

Never, ever bring your boat into a slip with a front roaring in from astern. It was too late for full reverse to slow my entrance. I could have been pulling water skiers at the speed I was going when I slammed into the dock. Trying to fend off, my foot became caught between a piling and the gunwale. The next eight weeks were spent with a cast to my knee.

I still don't pay much attention to weather forecasts. I don't need to. Everytime the barometer drops quickly it's a whole new experience in pain. My busted foot is the world's most accurate forecasting instrument!

Next time you're headed out and the weather threatens thundershowers, check if a front is moving through. If you get caught out, drop anchor in relative shelter and wait. Don't try to surf into a strange slip in strong winds and rough seas. And never, ever put yourself in danger of bodily harm trying to save your boat. It's not worth it! You just might end up with a built in barometer just like mine!

#### QUARTERDECK QUIZ

Ever want to show off your knowledge of all things nautical? Maybe you want to 'bone' up on the skills that will help make you a better boater. Now's your chance! Here are some questions to test your seamanship. First correct answers received in the OYC mailbox wins a fabulous prize. This month the winner can have his choice between a nautical necktie or a colorful canvas tote. Questions will be answered and the winner will be announced in next month's DAYMARKER.

1. Scope is the ratio of the length of the anchor rode to the height of the bow above the river bottom. Tests show proper ratios range from \_\_\_\_\_ to \_\_\_\_\_. The former, minimum under calm conditions, the latter, for heavy weather.
2. An overtaking vessel wants to pass with his port side to the other boat's starboard side. What horn signal will the overtaking vessel sound? If the vessel being passed considers it unsafe, what signal should that Captain sound?
3. You are the proud owner of a 29 foot sailboat. Which of the following pieces of equipment are required by Federal law?

- Anchor	- Life ring	- Bilge pump
- First aid kit	- Mooring lines	- Navigation lights
- Fire extinguishers	- Well-stocked bar	

4. Which vessel has the right of way in open waters?

- Vessel not under command
- Vessel restricted in ability to maneuver
- Vessel engaged in fishing
- Sailing vessel
- Power vessel

GOOD LUCK!

CLASSIFIED ADS

'85 Bayliner 38' flybridge, twin 130 HP Chrysler diesels, 7.7 kw diesel generator, 3 heaters/2 AC units, entertainment center w/icemaker, blender & sink. 2 staterooms w/2 heads + tub & shower, large salon (dining area sofa also makes into double bed). All electric galley w/microwv & rotisserie in oven. Dual helm stations, 2 VHF, 2 depth finders, 2 AM/FM stereo cassettes, hailer and intercom, speed/log, full canvas. Fully equipped year round cruising or live aboard. \$110K. Contact Bill Petrey (703) 690-6577 (after 6p.m.) or (703)922-6300 (ofc.)

----- CLASSIFIED -----

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