



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

The Daymarker

July, 1987, Vol. IV, Issue 7

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

<u>Date</u>	<u>Event</u>
July 4-5	Fireworks Cruise to Washington D.C.
July 18-26	OYC Cruise - Middle & Lower Potomac Cruise



Commodore's Comments by KARL DAY

It is hard to believe that July is here already. Although we have not been out with SERENITY as much as we would like, all systems seem to be "GO" and the rest of the Summer looks more promising. The Club has been busy with christenings, cruises, impromptu and some "promptu" parties.

The cruise planned for Aquia Creek ran afoul due to the threat of severe weather. Rational heads prevailed and the majority of the OYC boaters partied at the marina Saturday night and went to the Dunes on Sunday. We had motored to Mattawoman and were happily anchored when the Commodorable noticed two good sized trawlers nearby rapidly weighing anchor and setting off into the sunset. Her immediate (and wise) reaction was, "What do they know that we don't?" Tuning into NOAA weather we heard the ominous threat of severe storms with possible hail and winds up to 50 MPH. We wasted no time in following the example of those who had departed ahead of us. Would you believe that we spent the night safely tied to "A" dock and never even got wet? The sky was a fascinating show of black rolling clouds laced with lightening but all the weather passed on either side of us - much of it, we understand, right over DUNMOEN and JOYDEN who were anchored in Smoot Bay. John and Marilyn Piper, aboard DUNMOEN, called on a deep reservoir of skills they may not have known they had to keep their pride and joy "between the ditches" so to speak, and finally, weary of the fight slipped quietly back to the security of their slip just before midnight. It was an exciting time to hear Mer tell of it and she has nothing but praise for the way Capt. John handled the situation. Dennis Moeller told me that JOYDEN must have traveled for miles as she was lashed back and forth at the end of her anchor rode during the storm. One of the things I love about boating is that it is a constant learning experience. As soon as you think you've got it down pat, POW!:: Mother Nature teaches us a new trick.

Shiny new boats keep popping up at the docks and the owners are rightfully proud. Most of them, not all unfortunately, are displaying commendable seamanship and boat handling skills. Wouldn't it be nice if boat sellers felt an obligation to conduct at least a minimal check-out of the owner of a new vessel to be sure he is safe? Wouldn't it also be nice if new owners could swallow a little of their pride and when it becomes obvious that they are over their heads ask for help? A little basic instruction would save a lot of embarrassment and sometimes damage to property. As an intrepid but not too wise colleague of mine once said to the very French President of Airbus Industrie, "If frogs had wings, they wouldn't need Air France".

A number of us will be cruising to Washington for the 4th of July fireworks display. In addition to enjoying the pleasures of the cruise, I hope that each of us will take a few minutes to remember what a privilege it is to live in the "land of the free and the home of the brave". There is no place in the world that enjoys the freedom to boat as we do. We are richly blessed. The price for our independence has not been cheap, however. Millions have fought and hundreds of thousands have died to protect those rights and freedoms which we tend to take for granted. And...the price keeps going up as evidenced by the most recent catastrophe involving the USS Stark. As we celebrate Independence Day 1987, let's remember our gracious God who provided all that we have and those Americans who, even now, stand guard around the world in defense of freedom.

EDITOR'S COMMENTS

Terri Petrey

Here we are two months into the boating season already (at least for those of us who started in April). Most of us have finally worked out our boats problems whether the boats were new or old! Thank heavens though because the week long cruise to Norfolk the week of July 18th is almost upon us.

If you have been luck enough to escape these "problems" don't become too relaxed or negligent - give your boat an occasional checking over or you might spend the summer waiting for the mechanic to neglect his boating time to come and fix your boat (FAT CHANCE!) Some of these points were brought up an earlier issue of the Daymarker but certainly bear repeating for all of our sakes.

"Now is the time to take a quick check of those hidden features which should be working faithfully for you but which may, indeed, be sinking your boat as you read this. Bilge pumps. After a rain, does a bilge pump light off and pump when you step aboard? Why not? Have you looked into the bilge? Is it full of water, or has it truly been pumped?

Have you checked your exhaust lines? They carry a lot of water through the interior of your boat. Check them with the engine(s) running, preferably underway. Any leaks or dripping? Are the lines soft or spongy? Double hose clamps at each connection? Consider it time to replace them.

How about your fuel lines? Eventually, you will be able to get only gasoline with alcohol added. It's murder on old fashioned flexible fuel lines. Check for any oozing, drips or soft sponginess. Better yet, why not replace all of your old flexible lines now with the new alcohol tolerant lines. These lines are sold as U.S. Coast Guard Type A1 lines and carry the designation SAE J1527. If the SAE designation is not clearly marked on the line, don't buy it!

How's your fresh water supply? In the hot summer weather, your water tank can start to grow other life forms in surprisingly short order. Consider draining the tank and flushing it out with a shot of laundry bleach. Rinse the tank and you are back in business.

Docking lines. Are they truly pliable or are they getting hard and stiff? Are they showing the results of abuse and chafing? Will they hold in a blow? The same goes for your anchor rode. Is the shackle pin secured with a safety line or cable tie? Check them now before you really need them.

How's your Club burgee? Tattered and frayed? Get a new one. They're only \$6.00.

In short, the old adage "an ounce of prevention" can really pay off in a summer of fun and relaxation. Besides, the peace of mind that comes from knowing that you are secure is great."

These are words of wisdom and well worth repeating. Remember - you can do it or you can wait for the MECHANIC to do it?!?!

NOTES FROM THE
POOP DECK
John Piper

Coming up in July is the cruise to the lower Chesapeake from July 18 to July 26. If you will be going on this cruise your car will be parked in the marina parking lot for at least a week. Please be considerate and park up toward the OYC shed and leave the lot open for those boaters that will be coming and going while you are out.

Have you checked out the marina store lately? Every time I go in, there is something new from bilge pumps to clothing to fancy teak to cleaning materials. If they don't have it, you probably don't need it.

Our most distant members, Bill and Linda Covington, dropped in from Morocco for a most pleasant surprise visit in June. They report that they are still getting offers to trade their daughter, Dawn, in exchange for camels, but so far the offer hasn't been tempting.

Laura Petrey on the 2nd OBSESSION slipped on a wet deck in June and fractured her tail bone (in two places!) That's really her coccyx, but I can't spell that). This was a most painful accident that could have been prevented had she been wearing boat shoes. Please remember that bare feet can be dangerous on your boat. If you ask, I will show you the scar on my foot where I lost an argument with an anchor. As for Laura's scar, you're on your own!

Watching the gas dock can be enlightening. No, I'm not talking about the nubile young ladies that flaunt it while they still have it. I'm talking about the potential for a major disaster. Gasoline is dangerous! We've all heard that a cup of gasoline is as explosive as three sticks of dynamite, but how many of us consider that while we are taking on fuel? Please observe the basic safety precautions when fueling.

- 1) NO SMOKING!!!
- 2) Close all cabin hatches before fueling. Since gasoline fumes are heavier than air, they will settle in the bilge and the cabin if the hatches are open.
- 3) Keep the fuel nozzle in contact with the filler pipe which is grounded.
- 4) After fueling, open all the cabin hatches and ventilate the cabin. Run the bilge blower for at least four minutes before starting any engines.
- 5) Your nose is the best fume detector made. Use it. Smell the bilge for gasoline fumes.
- 6) Don't be pressured by someone waiting for the gas dock. Ventilate before starting your engines.
- 7) Use common sense. In one case, a boat had an automatic-start generator. The owner flipped a switch while fueling, the generator started, but the boat blew up. Think it through.
- 8) If nothing else, preserve the nubile young ladies so that I can enjoy them, even if you don't.

WELCOME NEW MEMBERS

The OYC would like to welcome Dave and Alice Dunham (Family) as their newest members.

OYC MEMBERSHIP STATUS

1986 NOT RENEWED		
# of Records	Type	Total
29	Family	58
9	Individual	9
12	Associate	12
13	Junior	13
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63		92

1987 MEMBERSHIP				
# of Records	Type	Total	New*	Renewals*
79	Family	158	37	121
21	Individual	21	5	16
6	Associate	6	1	5
26	Junior	26	9	17
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132		211	52	159

TOTAL NUMBER OF RECORDS: 195

*Five individuals renewed as family
One family renewed as individual

Family Members	158
Individuals	21
Associates	6
Juniors	26
1987 Totals	211

1986 Totals	249
Did not renew	- 92
Renewed	159
New in 1987	52
1987 Totals	211

WEEK LONG CRUISE TO
MIDDLE AND LOWER POTOMAC

The plans for the OYC cruise are beginning to jell and from what I hear, it should be a lot of fun with a good amount of participation. There is even talk about the Great Dismal Swamp. Ron Tilmon will have more on this but I encourage you, even if you think your boat might be too small, try to participate in as much of this cruise as possible. There is a great feeling of satisfaction that can be derived from traveling into strange waters in a small boat and the memories last for a lifetime. Don't miss it. Let Ron know as soon as possible if you are interested in going, or call your Commodore for details.

BEWARE OF THE LAW

A word to the wise. There has been a significant increase in the presence of enforcement authorities on the Occoquan lately. As far as I can tell, it is primarily the Virginia Fish and Game folks. They have been running down boats who are violating the NO WAKE restrictions and although I have not seen them issue a citation, they can and probably will. I don't like to enjoy another man's suffering but it is hard not to applaud when one of the insensitive types gets nailed by the "fuzz". Ignorance may be bliss, but it can also be expensive. Pass the word.

TRIVIA

A bit of trivia about the OYC. Excluding dinghies, the OYC membership has provided information on a total of 97 boats. This represents slightly over one half a mile in boat length. The average is 29 feet in length. The extremes range from 16 feet to 51 feet in length.

JULY TIDES

Correction (-): 00:15

	DATE	EST TIME (DC)	EDT TIME (OCCOQUAN)	TIDE
Cruise to the District for Fireworks Display Overnight Raft-up	Friday-Jul-3	00:13	-00:02	2.9
		07:12	06:57	0.7
		12:24	12:09	2.7
		19:22	19:07	0.4
	Saturday-Jul-4	00:55	00:40	3.0
		08:05	07:50	0.7
		13:17	13:02	2.6
		20:03	19:48	0.4
	Sunday-Jul-5	01:47	01:32	3.1
		09:04	08:49	0.6
		14:13	13:58	2.6
		20:49	20:34	0.4
	Saturday-Jul-11	01:54	01:39	0.1
		07:19	07:04	3.6
		15:01	14:46	-0.1
		20:03	19:48	2.9
	Sunday-Jul-12	02:55	02:40	0.0
		08:14	07:59	3.6
		15:50	15:35	-0.2
		20:56	20:41	3.0
Start of One Week Cruise to Lower Bay	Saturday-Jul-18	01:35	01:20	2.9
		08:40	08:25	0.1
		14:02	13:47	2.5
		20:40	20:25	-0.1
	Sunday-Jul-19	02:33	02:18	2.8
		09:40	09:25	0.1
		15:03	14:48	2.4
		21:33	21:18	0.1
Completion of One Week Cruise to Lower Bay	Saturday-Jul-25	01:45	01:30	0.4
		07:25	07:10	3.0
		14:45	14:30	0.2
		20:06	19:51	2.5
	Sunday-Jul-26	02:29	02:14	0.4
		08:03	07:48	3.0
		15:22	15:07	0.2
		20:44	20:29	2.6

FULL MOON JULY 11th
NEW MOON JULY 25th