

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

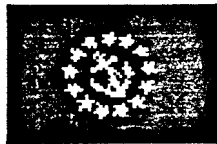
# The Daymarker

**March, 1987, Vol. 10, Issue 3**

<b>Commodore</b> Karl Day 703-476-1977	<b>Vice Commodore</b> Bob LaSerte 703-938-2347	<b>Rear Commodore</b> Dale Jacobs 703-683-6065	<b>Secretary</b> Gerry Cavanaugh 703-494-0187	<b>Treasurer</b> Mary Jo Worcester 703-494-2383
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## 1987 SCHEDULE OF EVENTS

- |          |        |   |
|----------|--------|---|
| 14 March | 8 p.m. | General Membership Meeting & St. Patrick's Day Party at the Woods of Fairfax  |
| 25 April |        | USCG Courtesy Inspection with I-95 Raft-up (Subject to availability of USCGA) |



### **Commodore's Comments** KARL DAY

Whoopie!! February is almost over and according to my personal weather Guru - who lives aboard JOYDEN when he isn't lurking under bridges awaiting fair maidens on their way to Grandmother's house - or is that another story? Well, anyway, he says that the average daily temperature has been on the increase for almost two weeks so I know Spring can't be far away. Should I worry that last night it went down to 8 degrees at our house?

If you remember, I made a smart remark in last month's Comments about how great the weather had been up until that time. It took about a week for me to eat those words along with about twelve tons of snow. There is some good in everything, however. The sight of 13 inches of snow collapsing the cover on "SERENITY" and the threat of sub-zero temperatures finally convinced me to winterize the engines on the boat. I'm not only a slow learner, I'm stubborn! You will probably be blessed with commentary on and photographic proof of my reluctance to give up on last year's boating season elsewhere in this issue - if Mer Piper has anything to say about it. She has taken some great pictures of all the happenings at OHM this Winter. Who said, "never a dull moment"?

The Board has met and we have taken a first cut at a schedule for the 1987 season. If it looks a lot like last year's, that is a compliment. We were hard pressed to find ways to improve upon what was already a good year. There was some feeling that the 1986 schedule was a little too crowded. We have left some gaps in the coming season which we plan to fill as the spirit moves us and as the active membership expresses its desires. I must say it is a pleasure to work with the Board. They are talented, enthusiastic, cooperative, and eager to make the OYC an outstanding organization. As an example, when I asked our Property Officer, Joyce Moeller, to do an inventory

of the club shed, she did so with the help of the "troll" mentioned earlier. As best I can get the story, they unlocked the shed, opened the door, he glanced inside, slammed the door quickly before anything could fall out and then scribbled a report of inventory to me that said "One Shed - FULL". Thanks Dennis! Sure glad that problem is behind us.

For those of you who didn't visit the marina area during our big snow, we were quite lucky at OHM. Both Hoffmasters and Fairfax Yacht Club suffered structural damage to their covered slips. FYC was especially hard hit with a major portion of the structure partially collapsed and one boat - a lovely old woodie - nearly lost. It was a matter of heroic effort and excellent timing on the part of Mike Shahan and others that got her into the straps at OHM before she sank. I have heard no reports of damage at OHM but a number of us owe a debt of gratitude to those who live aboard. If you have ever wondered what it must be like to live on a boat during those long Winter days - how boring it must be - take a few minutes and talk to the Conrads, the Moellers and the Pipers. These people, along with others at OHM, have worked very hard clearing snow, and moving huge buildups of trash, logs and other debris that drift down the river and pile up against A dock. They have spent countless hours guiding this stuff through the docks and they don't just let it go down to B dock. They chase it all the way through the marina until the tides and river currents can carry it away. There is certainly an element of self-interest involved but there is also a healthy dose of mariner's good will. Thanks folks. We're glad you're there and we're glad you care.



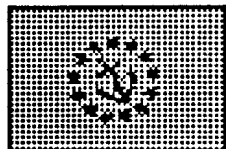
Congratulations to Mort and Dottie Ray on the delivery of their new 45 foot Bayliner. It is beautiful! The other day when I was given the grand tour, however, Mort was moaning that it didn't seem to be as fast as the salesman told him it would be. Surprise! I wonder if it just seems slow compared to his 40 mile an hour 32 foot Bayliner he used to go to the Bahamas last Summer? I would hate to think that a salesman or a manufacturer would intentionally misrepresent the capabilities of one of their products. Heaven forbid!

Well, the clock is ticking and the Editor anxiously awaits these "pearls of wisdom" that I drag so reluctantly from my feeble brain and convey to paper through the wonder of modern word processing technology. See you at the General Membership Meeting and St. Patrick's Day Party on March 14 at 8 p.m. at the Woods of Fairfax. We have some things to discuss and would love to have a good turnout so that we can benefit from your feedback.

1987 OYC SCHEDULE OF EVENTS

- March 14 General Membership Meeting & St. Patrick's Day Party
- April 25-26 USCG Courtesy Inspection with I-95 Raft-up
- May 9 Flag Raising Ceremony with O'Nite to Powell's Landing
- May 23-25 Memorial Day - Three-day Cruise to Port Tobacco River
- June 6 Blessing of the Fleet in Belmont Bay
- June 12-14 Alexandria Waterfront Festival Cruise
- June 27 Fourth of July Dock Party
- July 4-5 Fireworks Cruise to Washington
- July 18-26 OYC Cruise - Upper and Middle Potomac
- August 15-16 O'Nite to Dunes/Mattawoman
- September 5-7 Labor Day Weekend Cruise to Wicomico
- September 12-13 Regatta Weekend
- October 3 General Membership Meeting and Elections

- November 26                    Third Annual Thanksgiving Day Raft-up and Feast
- November 29                    Second Annual "Chili Cook-off" and Dock Lighting Party
- December 5                     Santa to Occoquan (Date not yet confirmed)
- December 12                    Change of Command and Christmas Party



**Vice Commodore's  
Comments**  
Bob LaSerte

VICE COMMODORE  
 BOB LASERTE  
 11/26/88

As you all know the OYC is a member of the Potomac River Yacht Clubs Association (PRYCA) and I am our official delegate. The February meeting was chocked full of interesting tid-bits that require our immediate attention.

Princess of the Potomas Pageant - First and most important, we need an entrant!!! It's a lot of work, but very rewarding for the young ladies who participate. Requirements are for the Queen to be between the ages of 16 and 20. This is not a beauty contest! The pageant was started to help young women develop their abilities to meet and mix with people from different communities and backgrounds. Also, an educational fund has been established to help enhance the winner's schooling. Anyone interested in participating please contact me or any member of the Board by March 30th.

Legal Eagle - A couple of bills are being looked at in local jurisdictions that effect the boating community. In Virginia, one bill makes it a Class 6 felony for failing to render assistance in a boating accident involving personal injury and a Class 1 misdemeanor if you don't render assistance in an accident that results in property damage. All liability of the assisting vessel is removed. This bill also requires a look-out when pulling a water skier and a "diver down" flag rider when scuba or skin diving is going on.

On the Federal level, Senator Danforth of Missouri has introduced legislation abolishing the existing right of boat owner's to claim their boats as second homes. This would eliminate the interest deduction. We're talking big bucks here folks, so write your Senator!!!

I am in the process of collecting information concerning all local jurisdictions present policies toward drunk boater's. I've gotten some interesting stuff which I will publish in April. D.C.'s position, however, needs to be exposed now.

According to Lieutenant Joe Ruelas , Metro Harbor Patrol, there is presently no blood alcohol content for which boaters are considered legally intoxicated. Law 3-25, Section 12(b) states "No one shall operate a boat in a negligent manner while under the influence of alcohol". I guess it's OK to be drunk as long as you don't kill anybody or ram into anything. If you do, I'm not sure how they determine whether or not you are drunk if no B.A.C. level exists. Violation of this law is penalized by a \$25 to \$100 fine if property damage occurs. In addition, Metro Harbor Police do not administer field sobriety tests (the balloon) even if there is an accident.

Thankfully, the PRYCA is coordinating with the Mayor's office in drafting a bill to bring the District in step with Maryland, Virginia and the rest of the 20th century. I will forward any suggestions from OYC members to that committee. Until the bill is passed, however, my advice is to avoid all waters above the Woodrow Wilson Bridge. The crazies are operating without any reasonable constraint up there!

Fifty percent of all boating fatalities are alcohol related. Alcohol affects your balance and coordination. When boating, a mistake can spell disaster. Alcohol reduces your peripheral vision, your ability to focus, and your night vision, especially for red and green colors - coincidentally the color of running lights. Please, don't drive drunk! On land or on water!

A couple of us in the Club have our improved vessel six passenger or "six pack" captain's license. Well, John Piper felt the urge to get his too. But based on his knowledge and experience, the Coast Guard informed him he could get the next higher grade of license. I'm not sure what class that is, but I think it's the vessel displacement of 100 million tons and the length of a municipal airport.. They asked stuff like, "What material are safety lines made of on an East African Tuna Trawler"? John must have known because he passed with flying colors. Anyone who has ever been aboard the DUNMOEN for the fifty cent tour knows that John and Mer keep her in tip-top shape condition. Congratulations Captain! You've earned it!

NOTES FROM THE POOP DECK  
by John Piper

Most of you who frequent the Occoquan Harbour Marina have seen the tugs shuffling the sand barges in and out. As a matter of fact, they exhibit some of the best in boat handling and I never tire of watching them. The other night I saw the tug coming in the channel by Daymarker 12 - at least I thought it was the tug. All you could really see was the big spotlight that only the tugs have.

This time of year the tugs may or may not have a barge as they come in so I decided to see how much I could observe as if I were meeting him for the first time. Looking past the glare of the spotlight, I could see port and starboard running lights but I could not see any masthead lights because of the glare. Thus, all I really knew was that a big vessel was headed right for me. I know that the barges are supposed to be lighted, but I could see nothing that indicated any barges.

After he started his turn into the concrete plant, I picked up the two masthead lights indicating a tug, but it was not until he had turned completely broadside that I could see his two yellow towing lights and six fully loaded barges! Yes, the barges had the required blinking yellow at the front, but I could not see it until after I had spotted the barges.

There's a lesson here - even when you know what you are looking at, at night the indications may be misleading. If I was underway and tried to move across his path, I could have run into the barges before I ever saw them. So much for lesson time --- we now continue with ---

Life is so Dull at the Marina (Chapter Two). Last month's exciting episode concluded with the burned out boat from Riverview being hoisted out at OHM. It was placed on blocks right at the edge of the haul-out. The next week was the week of the big snow. I will bypass all of the little exciting things like torn canvas covers or shovelling the piers and go directly to Fairfax Yacht Club where the roof over the covered slips collapsed from the snow load.

Most of the boats had been moved or suffered minor damage with the exception of the "M&M" which caught the main force of the dropping roof. This beautifully maintained Egg Harbor had the flying bridge and cabin top crushed into the cockpit. As the weight continued to force everything down, the hull was pushed against the finger piers and by the next morning, the boat was taking on water.

It was towed to the OHM with a gas powered pump running but it was still sinking slowly. It was placed in the haul-out slings and a second pump added with only a few inches of freeboard left. With lots of pumping and lifting an inch at a time, the M&M was finally out of the water but with no place to go since the burned out boat was in the way.

During the next week, the engines were removed from the burned out boat, and temporary patches were added to the M&M. With the patches in place, the M&M was lowered into the water long enough to pick up the burned out boat and put it on a flat bed to be hauled away. The M&M was then hauled, blocked and covered. A sad situation for a beautiful boat.

All is not dreary though. Our big fat beaver returned to the shore. It was great quietly watching him swim to and fro in front of a great blue heron - neither worried about the other. The beaver was somewhat frustrated, however...he was unhappy with the floating boom OHM had placed in the water to keep the winter garbage from flowing into the slips. But he found an opening and continued merrily on his way. Meanwhile, the bald eagle revisits and the great blues are abundant. A momma/poppa Mallard pair visited briefly, and a Muscovy Mallard stayed long enough to take nourishment. As the snow melted, the waterfall flowed for two days.

Then the wind came, blowing the water out! The water level at the launch ramp was approximately 65" below normal high tide. Ask JOYDEN how it feels to be aground in the slip with plans to bake a cake and the galley stove is a-kilter. There were several boats sitting on the bottom, even the DUNMOEN squished in the mud. The owners of boats which were hanging dangerously from their lines were called by the Marina, while some other boaters periodically checked their boats.

Is this the end of Chapter Two? By no means! After a quiet week, the fun started again over the Valentine's weekend. Two attempted break-ins at the Marina store on Friday and Saturday nights with alarms clanging and police everywhere culminated with the capture of the intruder who attempted to evade capture by jumping into the water. Not too bright!

On President's Day, a 54 foot Chris Craft Commander was towing a smaller steel boat down the river from Riverview Marina on their way to Fort Belvoir. After punching through 1/2 inch ice, it apparently stoved in a plank in the bow and started taking on water. She was down by the bow passing A Dock, her ports were at the water line passing B Dock, her engines stopped as she drifted by C Dock, the work boat got a line to her at D Dock and she was on the bottom ten feet out from E Dock.

The smaller steel boat was secured to the end of D Dock and the owner went off to obtain pumps, patches, etc. At this point, someone reported a "boat adrift" in the channel although a boat with decks only one inch out of the water can hardly be considered to be "adrift". In any case, the response included a fire truck, an ambulance, the OWL rescue boat, and several police cars including state, county and one unmarked.

As of this writing, three days later, the Chris is still on the bottom with decks awash although they have been able to nudge her alongside the pier. The best guess is that a professional salvage crew will be called in which should make for a fun weekend of pierside supervision. Life is SO DULL at the Marina!



**Fleet Captain (Racing)**

**Comments**

DOUG BORDEN

Now that the America's Cup has been successfully challenged and won back by the United States, and in particular, Dennis Conner in STARS & STRIPES, we can once again turn to a more simple, more affordable sailing pursuit - that of having fun on the Potomac.

Last month I addressed some of the end-of-'86 events and the schedule of events for the 1987 Potomac River Sailing Championships. To start into the 1987 season, however, requires that we wrap up 1986. At the Mid-Winter Banquet at the Mount Vernon Yacht Club on February 7th, the results of individual and club championships were announced, and suitable awards presented. The overall prize for the club whose yachts compiled the best racing record in the 1986 series of designated events went to the Mount Vernon Yacht Club. MVYC prevailed in the very hard-fought Spring and Fall series against a determined group of racers from the Neabsco Sailing Club. This keen competition has been waged for about 5 years and the scores have always been close, with

the River Club Championship not ever having been won in a walk. The winner has always had to fight hard to win. The upshot of this has been to improve the quality of racing and racers on our part of the river, and we want to get you involved.

Individual awards in four classes were presented at the Banquet as follows:

DIVISION I -- Fast Spinnaker

TANGLE	J-22	Carol & Mike Herron	Neabsco
BUON FORTUNA	J-22	Lou Picciano & Wally White	Mount Vernon
NO KA OI	S-2/7.3	Ed Gibson	Mount Vernon

DIVISION II -- Slow Spinnaker

VERITAS	Yankee 24 Dolphin	Lew Wetzel	Mount Vernon
MOONSTRUCK	Catalina 25	Nancy & Chuck Moon	Neabsco
MI AMANTE	Catalina 25	Jim Schindler	Quantico

DIVISION III -- Fast Nonspinnaker

VALKYRIE	S-2/7.3	Bill Othling	Mount Vernon
AURORA	Pearson 30	John Morgenstern	Quantico
WINDWATCH	Catalina 25	Doug Borden	Neabsco/Occoquan

DIVISION IV -- Slow Nonspinnaker

FAITH	Catalina 22	Charlie Porter	Neabsco
GIMLET 2	San Juan 23	Howard & Claire Coons	Neabsco/Fairfax
KELEA	Yankee 24 Dolphin	Dick Rosse	Mount Vernon

But where do we go from here in 1987? Pat Utter, your Rear Commodore for Sail, and I think it might be less important (temporarily) to think about the heavy racing schedule and the river championships and to think instead about the kinds of sailing events that would allow those of us with "rag bags" who have sailing and racing experience to share that experience with others. Pat has written a letter to you sail yacht owners to inquire about the kind of sail-related events in which you might be interested and the ways in which we can help one another to help get the sail fleet out on the water where it belongs. Pat and I will work together to try to develop the kind of sail program you want, but we must have your ideas and your input. So, be sure to reply to Pat's letter or give her a call at (703)971-1905 and talk over what we can do and what you can do to come up with a more vigorous sailing program.

In the meantime, the Potomac Yacht Racing Council (PYRC) is developing the annual Spring sailing seminar which has been so well-attended in the past. News from Mike Shahan at Fairfax Yacht Club informs me that this meeting is tentatively set for March 21 and to be held at Fairfax Yacht Club. A flyer will be sent shortly filling all those interested sailors in on this activity.

EDITOR'S COMMENTS

Terri Petrey

Last year at this time the OYC was already scouting for launching facilities in our local area and informing the membership (those who trailer their boats) on rates, fuel availability, services, restaurant information, grocery availability and the always important ICE! Starting with the March issue was the first publication of the 1986 tide tables for our area. John Piper was reminding us that Spring was just around the corner and that the bathing suit edition of Sports Illustrated was out and stores were already pushing the sales of bathing suits.

We were watching with much anticipation the completion of the OHM Marina Store. It was the time to start organizing cleaning materials, checking hoses, getting in a good supply of Pledge for those of us who have clear plastic windows, airing out

Winter musties and just generally getting things ready for the coming month.

It was a time for real concern due to the rumor that hydrilla was being dumped on the Occoquan's shores but thanks to the diligence of Aaron Martin (then Commodore) and Virginia's Delegate David Brickley our minds were put to rest that no such action was taking place.

It is now, as it was then, the time when those who had not renewed their memberships decided to do so and return for another year of fun. Coincidentally, just in time for the first OYC function (the St. Patrick's Day Party) and the new Board's first General Membership Meeting. Don't forget to wear a touch o'green or else!

And so "life" begins again...THINK SPRING!!!

#### LETTER FROM CAPT. BOB

The boating bug has bitten Pete. The lure of the open sea, the adventure, the ability to leave all your cares behind has sent him scurrying about boatyards in search of his dream. As a kid, I dug for treasure on a sand spit (I thought it was an island) in the Chesapeake Bay. As I grew older, but never grew up, and the boats got larger I looked across the Atlantic and envisioned high adventure in exotic ports.

Pete found his dream boat, in need of cosmetic repair and at a bargain price. "How can I make a living on the water?" he would ask. "How long does it take to get to the Caribbean?" He was all set to pack up the wife and all he owned to go in search of that buried treasure I never found.

Then reality struck. The marine survey showed some defects that have since been corrected by the present owner. But the true history of that boat is reflected in the survey by reading BETWEEN the lines. Without going into great detail, suffice it to say that the owner has spent more time and money getting her ready for sale than he ever spent in the fifteen years he owned her.

Pete is lucky in that he had good friends with lots of boating experience to steer him in the right direction. The survey didn't tell the whole story. But Pete has been bitten by the boating bug and the lure of the open sea. Maybe that's the treasure I did find on that sand spit in the Chesapeake Bay. And as I grow older, I won't forget my dream of adventure in exotic ports and I won't have to grow up!

#### WELCOME NEW MEMBERS

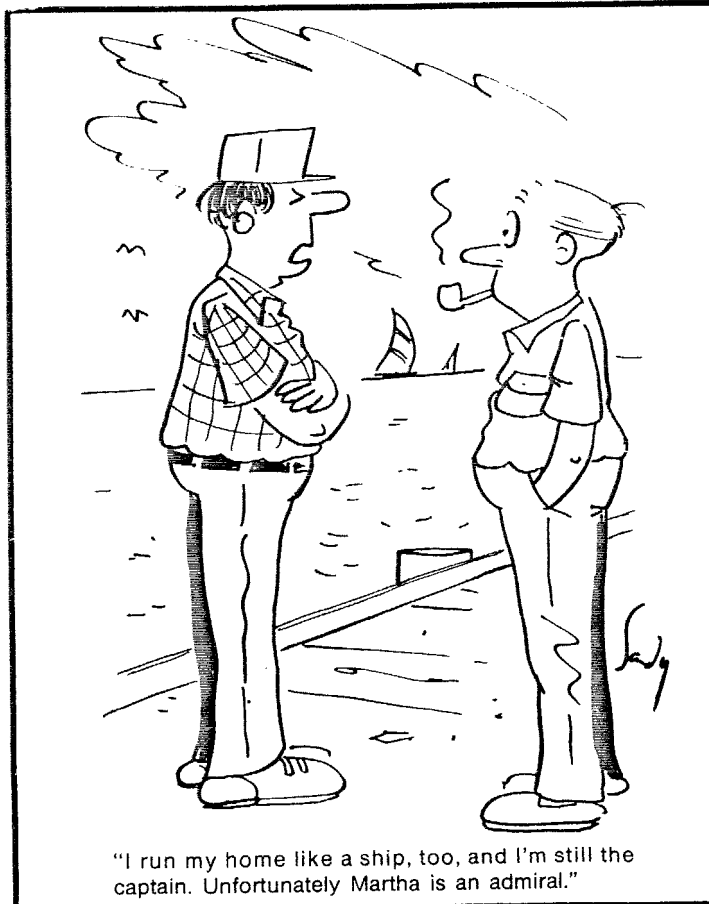
Travis & Deborah Mullan - Family  
James Walters - Individual  
Joanne Lepp - Associate

#### "Stretch of Potomac Opened to Oystermen" (Excerpts from Potomac News-2/10/87)

The Potomac River above the U.S. 301 Bridge will be open to oystermen beginning February 16 for the first time in 15 years. Potomac River Fisheries Commission members voted unanimously to open the river after scientists said there is an abundance of healthy oysters to be caught. The four-mile stretch of the Potomac will be open for the remainder of the season ending March 31. Oystermen have been asking for several years to fish in this stretch of river that had been closed since the river was ravaged by Tropical Storm Agnes.



With permission of the Captain, this picture is being published for fun. The circled area is the head of the wife of the Captain peering out from under the boat's cover. She is looking down toward the swim platform and the engine exhausts. Date is mid-day January 24, 1987 AFTER the first of the double-whammy snow storms that belted our area. After removing the first batch of heavy snow from the cover (and the cockpit), the Captain and his wife decided it was now time to winterize the engines before winter got any worse. This is the same Captain who was installing his air conditioner in mid-December (and even TOLD us about it in the December DAYMARKER). Not sure what the proper caption would be, but for starters possibly Do As I Say, Not As I Do fits the picture. Any other suggestions are welcome . If you can identify the lady, then you know who the Captain is. Tee Hee!



"I run my home like a ship, too, and I'm still the captain. Unfortunately Martha is an admiral."



## QUARTERDECK QUIZ

Unbelievable! A tremendous response to four tricky boating questions and all for a chance to win a necktie or tote bag. Even more incredible is that all the respondents were 100% correct. But alas, only one winner each month so let's answer the questions and announce February's winner.

1. Scope is the ratio of the length of the anchor rode to the height of the bow above the river bottom. Our winner wrote a tremendous essay discussing anchor weight, rode type, bottom characteristics, etc. and included a concise algebraic formula for determining correct scope. All we were looking for was the range from 5:1 to 10:1. The former, minimum under calm conditions, the ladder for heavy weather. Nothing, I agree, will be sufficient to hold a boat in a force 5 gale though. Don't forget a marker buoy especially if your anchor fouls and you leave it for later retrieval.

2. Boat #1 passes Boat #2 port to starboard. What horn sound should he signal? When deviating from the norm, (#1 starboard to #2 port) blow one blast. TOOT! If danger exists, Boat #2 will respond with five or more blasts. TOOT!TOOT!TOOT!TOOT!TOOT!

3. Federally required equipment on a 29 foot sailboat is the same equipment required on a 29 foot powerboat. Of our list, only a fire extinguisher and a life ring are required by Federal Law. No anchor, nav lights, mooring lines, etc. All, however, are required for a USCG Auxiliary safety sticker. (With the exception of a well-stocked bar)

4. Which vessel has the right of way? I always yield to everyone else not only to save myself but out of common courtesy. On this list, find yourself and yield to all vessels listed:

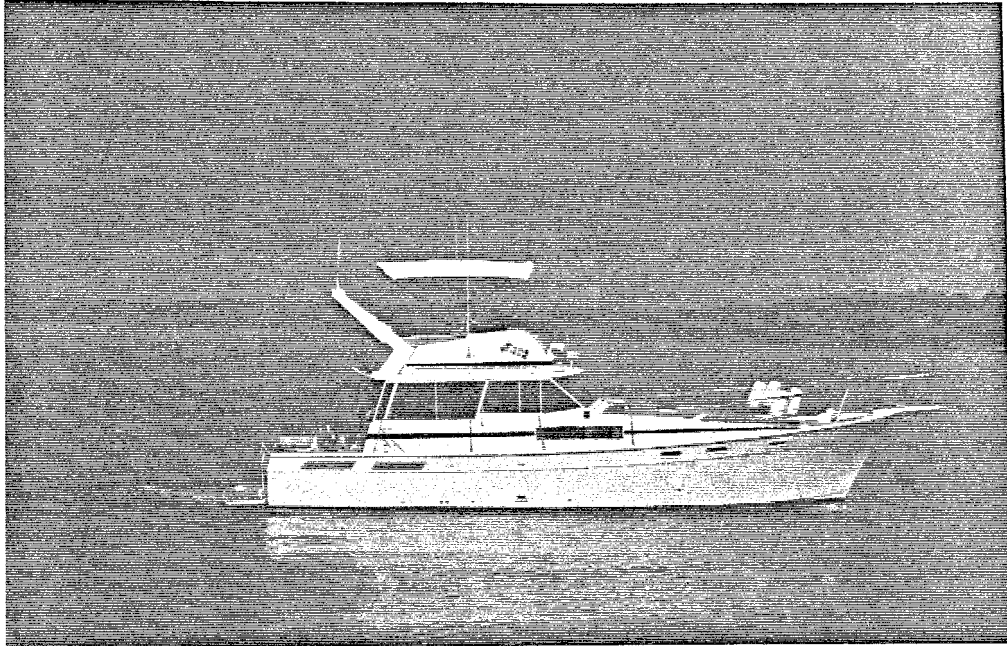
- a. Vessel not under command.
- b. Vessel restricted in ability to maneuver.
- c. Vessel engaged in commercial fishing.
- d. Sailing vessel (Unless under stinkpot power!)
- e. Power vessel.

Like our winner says, "An accident at sea can ruin your whole day". Those words of wisdom (and the correct quiz answers) come from Dennis Moeller, competent Captain of the lovely JOYDEN. Congratulations Dennis! Your choice of a nautical necktie or a colorful canvas tote are awaiting your selection at which time I will mail or personally deliver to you. Study up OYC'ers. Next month the stakes grow larger!

## CLASSIFIED ADS

Chuck and Carol Carmer's ad last month worked towards selling their 25 Regal in order to purchase their new 27 Regal! Let's hope this works!

NEXT PAGE



'85 BAYLINER 3870.

TWIN 130 HP CHRYSLER DIESELS, 8 KW DIESEL GENERATOR, 3 HEATERS/2 AC UNITS, ENTERTAINMENT CENTER W/ICEMAKER, BLENDER & SINK. 2 STATEROOMS W/2 HEADS PLUS 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. \$113 K. CONTACT BILL PETREY (703) 690-6577 (AFTER 6 P.M.) OR (703) 922-6300.