

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

# The Daymarker

**May, 1987, Vol. 14, Issue 5**

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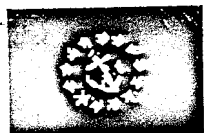
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## 1987 SCHEDULE OF EVENTS

<u>Date</u>	<u>Coordinator</u>	<u>Event</u>
May 9	Don Powell-978-0611	Flag Raising & O'Nite to Powell's Landing
May 23-25	Bob LaSerte-938-2347	Memorial Day - 3-Day Cruise to Port Tobacco River



### Commodore's Comments

Last month I started these comments by recounting something of the pain I felt because of the illness of my Father. The final chapter in his life was written on March 30th. He finished his voyage quietly and with dignity and I am confident he found a safe and tranquil harbor. I thank God for all the memories that remain.

We are just days away from our first event of the season and I am looking forward to it. The last few weekends have seen a flurry of activity as boat owners work to bring their boats back to life. There have been a number of shiny new arrivals on A dock and I am sure on other docks as well. Please take time to meet the new folks and invite them to join the Club. The number of sport cruisers is on the increase. Most of them look like they could do a three day cruise in about two hours. Ah...to be young and like to go fast - or is it to be fast and like to go young? You decide!

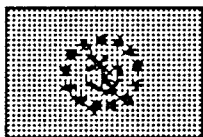
As the season gets started there is the annual rush of new boaters who are just plain rude and have not learned the niceties of boating. They put their "rumpty-rump" boats in at the public launch site and they plow down the river throwing a wake that would do credit to a destroyer. In fact, that is what some of these boats become. If you have not been around when one of these people goes by, just ask the Upson's or Worcester's on B dock what can happen.

NO WAKE really means NO WAKE! It is not merely a matter of speed. A runabout at 7-8 knots can create a huge wake and yet at 40 knots virtually none. Although a boater would be foolish and culpable if he roared down the crowded Occoquan at 40 knots so as to minimize his wake, merely going slow may not comply with the law either. A vessel must go slow enough so as to not create a significant wake. If you don't know what this means, make one and I'm sure someone will help you identify it!

You are responsible for any damage caused by the operation of your boat. If your wake causes a vessel to roll and someone on board that vessel falls, spills scalding coffee on himself, or some other mishap should occur, you can be held liable in a court of law. In addition to the potential damage to boats, property and people, there is the environmental issue of damage done to the river banks. Think about it. Let's set the example on the Occoquan and wherever we boat. It isn't just the law - it is common courtesy.

The NO WAKE zone on the Occoquan extends from the headwaters - that has nothing to do with marine sanitation devices - above the village of Occoquan to Daymarker 12 which is beyond Fairfax Yacht Club. It would be nice if we were all considerate and cautious in the channel between #12 and Belmont Bay. There is a broad expanse of water there but relatively little of it is navigable to boats of any size. Most of us are restricted to a fairly narrow channel. If you are inbound, think about slowing before you get to #12.. Too many people keep the throttles forward until abeam of the marker and then slow down. This does an excellent job of sending a mini tidal wave into the covered slips at FYC. Be nice!

After our Opening Day festivities on April 25th you will only have to wait two weeks for our 4th Annual Flag Raising Ceremony on May 9th followed by a cruise to Powell's Landing. Don Powell (703)978-0611 is cruise coordinator for this event and I have been told that he will have something to the membership explaining the particulars of this event and overnight. Could it just be a coincidence that he is heading up a cruise to a place with his name or is it "his" landing? HO! HO! On Memorial Day weekend, May 23-25, the club will take a three day cruise to the Port Tobacco River. Bob LaSerte, your indefatigable Vice Commodore has volunteered to be cruise coordinator for this trip and particulars regarding his cruise will be out to the membership soon so everyone can start making plans now on attending. He says he has never been there so who is better qualified? Bob, do we need depth sounders and/or radar or just good charts and luck? Speaking of charts, the Occoquan Harbour Marina store has the latest in navigation charts for the Potomac. They cost \$7.00 but are a small investment compared to the cost of repairing underwater machinery or salvaging a sunken vessel. Charts provide a wealth of information that, when supplemented by "local knowledge", can make your boating safer, more efficient, and more enjoyable. Try it - you'll like it!



### Vice Commodore's Comments

Bob LaSerte

I've just walked in the door and showered off what seems like 10 pounds of fiberglass and paint dust. The weather is not cooperating with my plans to be in the water by April 30th. Anyway, I will be ready for the 3-day cruise to Port Tobacco, will you? Also, this month, on the 9th is the OYC Flag Raising with punch and cake and all the hoopla normally associated with this kind of event. Even if your boat's not ready (like mine!) come on down anyway and help us kick off the 1987 season.

There is no news to report from the CBYCA or the PRYCA. I guess everyone is doing all the last minute chores to get their boats in the water like me. I have more painting to do. See you on the docks!

### Editor's Comments Terri Petrey

Spring has not been very kind to OYC members or boaters in general. Hopefully with the coming of May and warmer temperatures we can really get into the schedule of upcoming events.

Some members have started the season early inspite of the inclement weather. Nothing can stop dewinterizing (or is it summerizing?) engines, the normal routine of washing, waxing, painting bottoms (on boats that is!), cleaning and oiling teak (I was taught never to say "hate" but I HATE this job!!!), checking engines and/or replacing engines? The rest of us just anxiously await our new boats arriving in hopes that we won't miss a single event.

With this issue I have included the tide charts for the upper Potomac and dated according to OYC events. May brings us two events both a tradition with the OYC. This year will be the 4th Annual Flag Raising Ceremony with an overnight to Powell's Landing. Tradition has always dictated the ceremony start at 1130 with the pomp and circumstance of raising the OYC's colors promptly at noon. This year will be no exception! Refreshments and punch will be served following the ceremony. Weather permitting the cruise and overnight to Powell's Landing will also take place. Our second planned activity will be the Memorial Day cruise which in the past has taken us to Mattawoman Creek and the "Dunes" for three days of rest and relaxation. Rest and relaxation inbetween watching kids, cleaning the bottoms of our boats because the water can be shallow (from time to time), hopping on and off the boats getting drinks, food and the occasional beer?, making the ceremonial bonfire pit, etc. (the list goes on and on). This is the typical Memorial Day rest and relaxation trip, isn't it? This year our cruise will take us to Port Tobacco River. I know I will enjoy this cruise because we will be right around the corner from Robertson's Crab House. I really do hope we have a good turn out at both of these activities. We always do but I'm from the old school that says, "The more the merrier!"

Changing to a slightly more serious note, I want to tell you about the DAYMARKER. Beginning with our first copy in May 1984, Vol. I, Issue 1, the DAYMARKER has not only been filled with personal thoughts from each of the Club's officers but also information on safety, navigational rules, VHF procedures, bridge-to-bridge radiotelephone procedures, safety at fuel docks, safety courses, pot pourri on people and events within the Club, recipes, special events, (i.e., the arrival of the DANMARK) not to mention news from other clubs. The DAYMARKER is your newsletter and is intended to serve as a means of distributing information about the Clubs activities to all members and member clubs. It is a collection of items written by all of the members. We are in need of such articles, cartoons, jokes, recipes, etc., anything you might think the members might enjoy reading and learning about. It's your Club and it's your newsletter and it can only be as good as YOU make it. You will make my job alot more interesting and enjoyable if I learn the kinds of things you are interested in reading about. Consider contributing to the DAYMARKER!

## Notes from the

### Poop Deck

J. Piper

It's Spring and the season has opened! At long last, we can look forward to nice weather and cruising to our favorite gunk holes. Hopefully, everyone has completed their spring check out and brought everything up to ship-shape condition. How about checking out your radio procedure and bringing it up to ship-shape condition?

As more and more boaters are out this Spring we are hearing more and more bad radio procedure - hopefully the result of lack of knowledge. If you take pride in your boat, why not take pride in how you sound to others?

There is only one proper way to establish contact with another boat. If your boat is named the "Wanderer" and you want to call the "Gypsy" then call as follows: "Gypsy - Gypsy - Gypsy, this is the Wanderer, WXY1234, Over". Note that you have given their name three times giving them a chance to recognize their own name on the crowded channel. You have given your own name once and your call letters. That's all that is required.

If there is no response, wait at least two minutes before trying again. And don't waste the air waves with superfluous statements such as "Negative contact".

Once you have established contact switch immediately to a working channel. For recreational boats these are channels 9, 68, 69, 71, 72 & 78. Note that channel 70 is no longer legal for voice transmissions although this restriction is not being enforced right now. Stay off the commercial channels. The commercial guys need them. If you have a talk to a commercial vessel use 16 or even better channel 13 if you have it. The commercial guys are required to monitor them both and 13 is intended for bridge-to-bridge communications. Remember the purpose of the VHF radio is safety, not for mindless chatter. A call to the tug Mr. Tom on channel 13 that you are behind him and would like to pass will result in a friendly return call that he will signal you when it is safe and there is room in the channel.

When you are done with your call, simply end it with "Wanderer, WXY1234, Out". Saying that you are going back to 16 is wasting time. And please - no citizen's band lingo. There is one local skipper that calls "Hey Gypsy - you got your ears on?" It makes my skin crawl. I think that he is the same guy that I heard say "Let's switch to channel 22." Now that is guaranteed to bring down the Coast Guard. That's their official channel.

In short--shine up your procedures and take as much pride in them as you do your boat. And if you need to check your radio, the DUNMOEN is always monitoring channel 16 if we are on board. Call us on 16, establish contact, and we will switch to a working channel to accomplish your test.



News &  
Information

For OYC'ers berthed at OHM, please note that the combination to the shower facility has been changed. Please check with the Marina store for current combination, and we urge you NOT to give the combination to anyone other than OHM slipholders.

There is a boat security system available for OHM slipholders. The minimum cost is \$60.00 plus a nominal monthly service fee. For further information, please check with Don Hancock in the Marina Store.

There will be a "wish list" posted in the Marina Store for you to list items you would like to see stocked in the Store. Please stop by to see our latest inventory. We think you will be pleased.

One-third of the patio closest to the Marina Store is for OHM slipholders and OYC'ers to use. You are encouraged to do so to relax or eat your meals in more comfort than sitting on the docks. We cannot allow you to bring alcoholic beverages to the patio area; however, you can purchase alcoholic beverages from the bar for consumption on the patio. Please don't feel intimidated about utilizing this area for your enjoyment...it is here for all of us to enjoy.

As usual, we are here to assist you in any way we can.

#### BLESSING OF THE FLEET

The Washington Waterfront Association is again sponsoring the parade of boats and Blessing of the Fleet in the Washington Channel on Sunday, May 17th at 1 PM. Although OYC's Blessing is on June 6th, this is an event not to be missed. All the local biggies will be there: JOHN GLENN, the CHERRY BLOSSOM, the CAPSTAN, SPIRIT OF WASHINGTON, and more. In addition to all of these impressive beauties, prizes will be awarded for best decorated boat (beyond normal dress), best classic (sail and power) and best boat (sail and power categories). The blessings will be conducted by Father Haddad of St. Dominic's, Rabbi Zamil of Temple Micah and Reverend Moore of Christ United Methodist Church. The only information that we have right now is that there will be four (4) staging areas. The OYC, along with Tantallon Yacht Club, Ft. Washington Y.C., Marionette and Hoffmaster's, will all rendezvous in areas 2 and 3. Details are vague right now and I am hoping to get more details. Anyone interested in attending this special event can call Bob LaSerte at 938-2347 or Ron Tilmon at 491-4214. Wouldn't it be great to have some winners from the Occoquan Yacht Club?

#### BOAT U.S. MEMBERSHIP DISCOUNT

The OYC will be renewing the Accord with Boat U.S. in June. Members of OYC may join Boat U.S. or renew their membership at a special group rate of \$8.50 (half current regular annual dues of \$17). A list of current OYC members has been furnished to Boat U.S. for their records. Please ask for "GROUP ACCORD RIGHT" when joining or renewing membership. Present your OYC card if you are a new OYC member. Accord #80979.

#### WELCOME NEW MEMBERS

A hearty welcome to Howard & Charleen DeVol, Andy and Sandy Phillips and Louis Hansen and Katie Cook.

#### ROUND THE BUOYS

Doug Borden

Telephone 971-5467

By the time you read this you will have missed the first major sail regatta event of 1987 in our part of the river. Next month I will have the results of the Fairfax Regatta, as well as the results of the Neabsco Sailing Club's regatta which is to be held on May 2 and 3, right across the river with the starting line in the vicinity of buoy 51. Please see the additional information elsewhere in this newsletter. If you plan to enter the Neabsco regatta, please give me a call at the number listed above, and I will get you a copy of the racing instructions of the Potomac Yacht Racing Council, the coordinating group for mid-river racing. And remember, the next major event after the NSC regatta will be the Mount Vernon Yacht Club annual Memorial Day Regatta, this year to be held on May 23-24. Also remember that you do not have to be the holder of a PHRF rating certificate to race on the river -- only the hard-core racers who go after the individual river championships have to be certified; however, all yachts must carry the safety equipment specified by the U.S. Coast Guard.

Other yacht racing events you might care to participate in or watch include:

- The Annapolis Biennial Annapolis-to-Newport Race on June 13th for IOR, IMS and PHRF classes. For information, contact the Race Committee or the CBYRA Delegate of the Annapolis Yacht Club, P.O. Box 908, Annapolis, MD 21404, telephone (301)263-9279.
- the Northern Bay group 1987 Race Week July 3-5. Send CBYRA entry form and \$25.00 registration fee to: Joe Morgan, RD 1, Hockessin, Delaware 19707. Last date to enter is June 19 -- social information and reservation forms will be mailed to entrants.
- the CBYRA Southern Bay (Region IV) 1987 Race Week August 7-9. Additional information can be obtained from Arthur Johnson, 4606 Victorial Blvd., Hampton, VA 23669, telephone (804)723-2526.

If you can't enter one of the events, you might enjoy watching the starters jockeying for position and advantage. If you do, remember to give the racers room for their jockeying -- large classes need lots of room, but the sight is really something to behold. Whatever you do, sail aimlessly, cruise, race easy, or race hard, get out there and use your boat more in 1987. You might learn to really enjoy it. If you're not sure of yourself, contact one of the more skilled club sailors. They will be glad to help you become more familiar with your boat and its features. With that increased familiarity should come increased skill and capability, and a large sense of accomplishment. Can we help you?

#### QUARTERDECK QUIZ

To the Quizmaster - Occoquan Yacht Club

Subject - April Quarterdeck Quiz

Dear Sir or Madam:

It is with great pleasure that I respond to your extremely difficult Quarterdeck Quiz for April. Normally I would not bother to reply, but since this quiz involves such difficult questions, I felt that only my extensive knowledge and experience would assure you of receiving at least one correct set of answers. Now then, on to the quiz...

1. Describe an accidental jibe. Actually, there are two totally different "accidental jibes" in the boating world. The more common accidental jibe is when you make a snide comment with respect to someone else's boat handling skill and it turns out that the person you made the comment to is his wife! The other, lesser known, accidental jibe refers to George Jibe, the fourteenth Commodore of the Wichata Yacht Club who was conceived during an accidental knockdown on Lake Wichata during a summer storm. George went on to become quite a sailor himself, and has been known as "AJ" ever since.

2. Left and right banks of a river are named relative to the vessel's course up stream. True or false. Now this is a tricky question! Totally misleading. Everyone knows that the banks of a river are named by the people who live there. How could you mail a letter to a post office on the bank, when the name changed every time a boat went up and down the river? Thus, the banks are named by the local residents. Examples are Cleveland, Occoquan, Alexandria, etc. The only exception to this custom is in Paris, France where they never could make up their minds and the banks are still simply the "Left Bank" and the "Right Bank".

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? This is really two questions in one - very clever. Consider the first part of two triangular red flags. In the international code, the red triangular flag is the letter "O" and pronounced phonetically as "Oh". Two such flags flown together is known as the "Oh-Oh Hoist" and is synonymous with "Oops". Whenever this signal is displayed, you can be sure that the local Coast Guard cutter is hard aground.

The white over red light display is easily remembered by the jingle "White over red - don't use the head". This familiar light display simply means that the Coast Guard pump out station is not operational.

4. You see a buoy that is yellow and black vertically striped. What should you be on the look out for? (First of all, be on the lookout for ending a sentence with a preposition!) Once again, there are two possible answers depending on your location. On the East Coast, the yellow and black striped buoy marks a water taxi stand. Since the first water taxi was inaugurated by the Yellow Cab Company, the taxi stand buoy used their corporate colors, even though there are now many competing taxi companies.

On the West Coast and Great Lakes, the yellow and black striped buoy indicates that a MacDonalds will be found on the shore adjacent to the buoy. If the buoy is lighted, it means that MacDonalds will deliver to your boat after dark.

On the Mississippi River, the yellow and black striped buoy can take on either meaning, and great care must be taken to avoid confusing the water taxi with the MacDonalds deliver skif.

I am certain that the above answers will shed some light on what can be a confusing array of nautical signs and indications. Should you require additional insight or further knowledge, please feel free to call on me at any time. I am here only to serve.

-- Anonymous --

In reality, an accidental jibe is when the boom swings violently across the boat sweeping inattentive crew members overboard. Left and right banks of a river are named in relation to a boat's course downstream, not upstream. Two triangular flags flown together or a white light over a red light mean a gale is coming. A buoy marked yellow and black vertically is not a danger sign indicating misplaced prepositions but a danger sign indicating sea-plane landing areas. And last but not least -- No Dennis, the Coast guard does not mark bumble bees if they are in mid-channel.

## BLESSING OF THE FLEET

The Washington Waterfront Association's 13th Annual Blessing of the Fleet and Parade of Boats is scheduled for Sunday, May 17 at 1:00p.m. in the Washington Channel. The OYC has been invited to attend.

This Blessing and Parade is a big event. Last year the OYC had the largest contingent of boats in the parade. In addition to other Potomac River Yacht Clubs, the fire boat *JOHN GLEN*, the Presidential Yacht *SEQUOIA*, the USCG Cutter *CAPSTAN*, the *SPIRIT OF WASHINGTON*, and other visiting vessels will be participating. Prizes will be awarded for the best decorated boat, best decorated by children under 16, most originally decorated, best classic sail under 31', best classic sail over 31', and more.

For some, this is a long trip but it would be nice if the OYC is represented. This may be a good excuse for an early overnight to Old Towne Alexandria or anchor in the Washington Channel and it is a good opportunity to cruise with company in familiar waters in addition to having your vessel blessed.

In order for each vessel to be blessed individually by name and be judged in its category, the WWA requests we submit a boat list by MAY 8. We are scheduled to be the second group to go through the Blessing, so we should finish by 2:00, according to their estimate. Any OYC'er wishing to participate should call Rear Commodore Sail Pat Utter (703) 971-1905, Rear Commodore Power Ron Tilmon (703) 491-4214, or Vice Commodore Bob LaSerte (703) 938-2347. As time draws closer to the event there should be additional information provided to those participating such as the procedure to communicate within our contingent, lead vessel, etc.

Hope you can join in this fun activity!



MAY TIDES

	Correction (-):	00:15		
		EST	EDT	
	DATE	TIME (DC)	TIME (OCCOQUAN)	TIDE
	Saturday-May-2	04:56	04:41	0.4
		10:24	10:09	3.0
		18:00	17:45	0.3
		23:22	23:07	2.5
	Sunday-May-3	05:36	05:21	0.5
		11:07	10:52	2.9
		18:42	18:27	0.3
Flag raising & overnight to Powell's Landing	Saturday-May-9	04:27	04:12	2.9
		11:18	11:03	0.5
		16:48	16:33	2.7
		23:24	23:09	0.4
	Sunday-May-10	05:06	04:51	3.1
		12:13	11:58	0.4
		17:32	17:17	2.8
DC Blessing of the fleet and Boat Parade	Saturday-May-16	04:12	03:57	0.3
		09:28	09:13	3.6
		17:18	17:03	0.1
		22:16	22:01	2.9
	Sunday-May-17	05:09	04:54	0.3
		10:22	10:07	3.4
		18:12	17:57	0.1
		23:13	22:58	2.8
3 Day cruise to Port Tobacco	Saturday-May-23	04:30	04:15	2.9
		11:31	11:16	0.0
		16:55	16:40	2.6
		23:39	23:24	0.0
	Sunday-May-24	05:19	05:04	3.0
		12:28	12:13	0.0
		17:48	17:33	2.6
<b>Memorial Day</b>	Monday-May-25	00:26	00:11	0.0
		06:06	05:51	3.1
		13:20	13:05	-0.1
		18:35	18:20	2.6
	Saturday-May-30	03:49	03:34	0.4
		09:16	09:01	3.1
		16:54	16:39	0.2
		22:11	21:56	2.5
	Sunday-May-31	04:31	04:16	0.5
		09:56	09:41	3.0
		17:33	17:18	0.3
		22:53	22:38	2.5