

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

The Daymarker

August, 1988, Vol. V, Issue 8

Member: PRYCA, CBYCA & UPYRC Boat/U.S. Accord # 80979

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| Commodore Ron Tilmon 703-491-4214 | Vice Commodore Terri Petrey 703-690-6577 | Rear Commodore Mary Jo Worcester 703-494-2383 | Secretary Ned W. Rhodes 703-534-2297 | Treasurer Rich Ellis 703-690-6186 |
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Upcoming Events

August 20-21 - Overnight to Somewhere, with Someone, and/or Somehow



Commodore's Comments

Ron Tilmon

AHHH— The three H's (Hazy, Hot, & Humid) have definitely arrived! However, I'm not letting them get me down because I'm looking forward to some fantastic boating. Since the last *Daymarker*, we have completed another successful cruise/raft-up (this one being pretty close to being impromptu) to Colonial Beach (again) over the 4th of July weekend. While we didn't have quite as big a group as our Memorial Day jaunt, we still had a good crowd and once again, drew numerous comments from the shore-bound populace (native and otherwise). I was told by one beach concessionaire that they sure were glad to have us back and from the funnel cake vendor proclaimed (as he was wrapping my load of funnel cakes for dingy transport back to the boats) —"Nothing's too good for our boater friends".

Now, I find myself looking forward to our upcoming week-long cruise to the Northern Chesapeake Bay. Steve Worcester, our Rear Commodore for Power and Cruise Coordinator, has done an outstanding job of arranging the trip and I'm sure we'll all have a ball. While I'm somewhat disappointed in our number of participants, I'm elated that one of our newest family members—Gordon and Anita Murchie will be joining us. I wish them a warm welcome to the OYC and congratulate them for jumping right in and deciding to come along with us. At the moment, the flotilla consists of Steve, Mary Jo, and Pat Worcester aboard JOIE de VIVRE;

Bill, Terri, and Brian Petrey aboard **POWER PLAY**; Roy and Jude Rasmusson aboard **HEY JUDE**; Aaron and Lynn Martin aboard **MAGGIE LYNN**; Gordon and Anita Murchie aboard **SEA WARRIOR**; and, Jean, myself, Mike and Sandi Tilmon aboard **SOUTHERN NITES**.

I understand that the length of the cruise and perhaps the distance involved may have dissuaded some of you from participating this year. I do hope you'll plan to join us next year. If you've got any suggestions, please let one of the Board members know—we'll pass it along to the new Board.

By all means, try to join us for our other remaining cruises throughout the rest of the year.



Vice Commodore's Comments

Terri Petrey

As of this writing, we are only four days from the scheduled OYC cruise to the Northern Chesapeake and I have a million things to do to get ready. But first I have to rack my brain to think of all the things I need to tell you in this issue of the *Daymarker*. Once again, I am leaving the job of editing and publishing to Mer and John. I'll let you know about the trip in the next issue of the *Daymarker*.

I want to thank all of you who attended the 4th of July Dock Party on June 25th. It was a great success with more members attending than we have ever had at any one of our

functions. There were a lot of new faces as well as members who have never attended one of our functions before but decided not to miss the fun this time. The food was great, the weather couldn't have been more perfect and I think a good time was had by all. Once again our thanks goes to Dick Lynn and Dick Krauss for use of the restaurant patio. By the way, the restaurant is now called the **Harbour Inn**. Thanks to all of those members who helped with the setting up, decorating, and cleaning up. And thanks Dick, John, Steve and the stranger for moving the railroad ties.

Also as of this writing, I have heard nothing from the membership regarding the fireworks in Washington. I am beginning to get the impression that no one went to Washington and that most either stayed in Colonial Beach or stayed home. In any case, we did join the raft-up in Colonial Beach for two days and really enjoyed ourselves, but had to go home on Sunday because Bill was leaving the country on Tuesday morning. We just stayed home and relaxed, had a barbecue and had our own fireworks. Read on and see what happened to some of our other members.

I am glad to report that the Labor Day "problem" has been taken care of and the Club has now made reservations for Cobb Island Marina.



Secretary's Comments

Ned W. Rhodes

In a flurry of activity before leaving on the week-long cruise, the board met to finalize plans for the cruise. It sounds like they will have a full week and means that it should be quiet at the marina while they are gone.

The board also discussed the makeup of the nominating committee who will be responsible for coming up with people to run for OYC offices next year. The elections will held at the October 1 General Membership meeting. Over the next couple of weeks, you will probably be contacted by a member of the nominating committee as they solicit the names of members who will want to serve the club next year. If you are interested or would like to volunteer or nominate someone, please contact one of the board members and they will be happy to pass the name along.

Finally, because of the problems encountered with the Tides Lodge management, the plans for the Labor Day Weekend Cruise are up in the air for the moment. The club will be scouting some places while on the week-long cruise and the revised plans will be published in the next Daymarker.

Right now your Board is in the process of choosing a Nominating Committee for selection of your 1988-89 OYC Board. It's hard to believe that October is so close and that we are being faced again with having to make the decision as to whether or not we want to run again (if asked, that is) or solicit for some new blood. So start thinking about whom you might like to be on your Board in the Fall and write or let any Board member know. Once the Nominating Committee is selected, any names that have been received will be turned over to the Committee.

ABOUT THE AUGUST CRUISE

If you were unable to make the Week Long Cruise this year, August will provide the perfect opportunity to still get in a cruise during the middle of the summer. On August 20, 1988, a flotilla of OYCers will depart the Occoquan Harbour Marina at 11:00AM for the Port Tobacco River. The flotilla is expected to raft up on the east shore near the site of a new recreational area. Rumor has it that the restaurant near the headwaters is accessible from the river even though the channel is narrow. Water depth is sufficient for most of the OYC boats (under 46 feet, that is). How about some of the members that have said they would like to go on a cruise...now is your chance with no cost, no reservation but lots of fun and comraderie. Aaron Martin is the Cruise Coordinator and will provide maps and other information just prior to leaving OHM. If you need additional information, his telephone number is 491-1287.

Annual Regatta

It was our unfortunate duty this year to have to make the decision as to whether or not we would sponsor a Fall Series Sailing Regatta and Predicted Log Race. Due to the lack of participation from any of our sailing membership for the past few years, we have decided this year not to sponsor a sailing race. We have felt that we have given our sailing membership ample notice of sailing events and sailing classes but have learned that there has been no participation in any sailing events. It would seem silly to sponsor a race if we have no participants.

In the past the Predicted Log Races have been a great success so we have decided to go with this traditional event. We will have the usual dock party and awards presentation afterwards as planned. It has been suggested that we might do the race differently, kind of like a scavenger hunt so our planning committee is working on this idea. If any of the membership has any ideas they would like to suggest we would be more than happy to hear them. We will keep you posted through your Daymarker since the event is not until the 24-25th of September. Mark your calendars now and plan to enter this event. It is a lot of fun and does require some strategy. Why not take a sailor along to show them how much fun this event can be!

It has just recently been brought to the attention of your Board that an effort has been organized and led by the citizens, Federal, State and local agencies to preserve, for public use, over 5,000 acres of land on Mason Neck State Park.

County citizen concern has expressed since October of 1987 a plan for only passive water recreation in the Mason Neck State Park area. This area includes Belmont Bay and Sandy Point in cooperation with Mason Neck State Park.

This proposal states that their concerns are for safety and shoreline erosion. Their contention is that mixed uses of speedboats and jet skiers pose a high potential for serious accidents due to the fact that the water is shallow and has

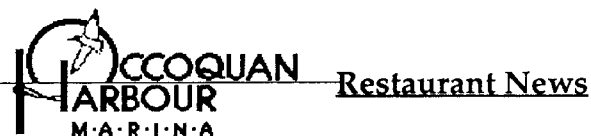
various submerged trees, logs, old tires, sand bars, and other debris. In addition to the possibility of accidents, wakes near the shore in Belmont Bay contribute to the shoreline erosion problem. The impact of boat wakes has been studied by the Maryland Department of Natural Resources and has concluded that "the greatest potential for erosion impacts due to boat wakes is to be expected when high frequency boat passages occur within a few hundred feet from shore. Restrictions in such areas would reduce the potential for shore erosion". A recent article in the Chesapeake Bay magazine recommends that boat wakes not be produced within 500 feet of a shoreline.

The Environmental Quality Advisory Council (EQAC) has proposed a possible solution to these problems by establishing a "quiet water" area within Belmont Bay. This area would be marked with five NO POWER BOAT signs running 500 feet from the Sandy Point shoreline in Belmont Bay. This area will encompass less than 25% of the Bay. The proposed boundaries will ensure that motorized boats will remain at least 500 feet from the shore and that a sufficient area will be available for passive recreational activities; i.e., canoeing, wind surfing, etc.

This issue has been scheduled to appear before the Fairfax County Board of Supervisors on **Monday, August 1, 1988 at 4:30 p.m. at the Board Room in the Massey Building.**

It is the contention of many concerned Fairfax and Prince William County citizens that the real solution to this proposal is a no-wake zone (i.e., a maximum of 6 m.p.h.) which is sufficient to address the concerns expressed by this proposal including the erosion problem and safety. It is further felt that excluding power boaters from the Belmont Bay area would deprive the public's accessibility to one of the few remaining family recreational day-boating areas.

A Petition to this effect is located in the Occoquan Harbour Marina Store and available for signatures if you have a similar opinion. Remember...the hearing date is **AUGUST 1 at 4:30 p.m.** and time is running out. If anyone is interested in being a spokesperson on this issue please contact Aaron Martin. Don't forget, in order to be heard there needs to be a good number of signatures and people present at the hearing. Only with these two requirements will the Board of Supervisors take this issue seriously.



Last month we informed you that the Occoquan Harbour Marina Restaurant was under new management and will now be called the **Harbour Inn**. It has been learned that the projected opening date for the restaurant will be on **August 2**. The restaurant will be opened from 11:30 a.m. until 2:00 a.m. or depending on the patronage of their customers.

Dick Krauss, owner, has informed me that there will be no rock 'n roll bands but that instead they will have Crazy Benny Bacle who is a D.J. and who will play all your favorite selections upon request. Dick notes that the dress code will be casual and boaters are welcomed to drop in to the lounge

anytime and order french fries and a hamburger at midnight if that is what they want. The main dining room menu will be different from the lounge menu but will still offer a choice of full-course hot dishes or your choice of sandwiches.

Harbour Inn will also be available for parties from 30 people up to over 200 people which might require the use of the entire restaurant.

So let's celebrate Dick's newest venture by showing up on August 2 and toasting to his "good fortune and continued success".

BRITANNIA RULES THE WAVES

by Phil Sweet

The day started off beautifully, what with the lovely weather, calm water, and the eager anticipation of a marvelous weekend of boating. I had earlier talked with Ron Tilmon about whether to go to Washington to see the fireworks or to venture to Colonial Beach, where several of our OYC boats were to raft-up for the weekend. I decided upon the latter, because a) I had never been upriver towards Washington and figured that July 4th weekend was not the best time to pit my somewhat limited skills against those of thousands of other boaters (some of them crazies), and b) I had never been to an honest-to-goodness raft-up with any of my co-members of the OYC. I had not reckoned that Murphy's Law applies just as much on the water as it does upon the land, as we were later to discover.

FANTASY II, with a full complement of passengers and crew, had been fully prepared for the trip downriver. All systems were "GO". My wife, bless her, had brought enough food to satisfy a small company of Marines for a week (the pot in which she carried aboard the Italian spaghetti and meatballs was large enough to serve, when empty, as the boat's tender!) We got off to a late start, owing to some last-minute shopping by the ladies, but nevertheless departed from OHM with full tanks and low in the water, having on board five adults and three children, plus the aforementioned hoard of food and supplies. The trip took a lot longer than anticipated, my overworked Volvo 260 pushing us along at 3100 rpm and about 12 knots. However, the cruise was most enjoyable while full daylight remained. I started to worry a little when by the time we rounded the curve and saw the 301 Bridge, dusk had fallen. This was my first experience of piloting my boat in darkness, so it was with some trepidation that we proceeded. By the time we had pointed the bow at the lights we all earnestly hoped represented Colonial Beach, it was DARK! We spotted the raft of boats that could only have been the OYC, and we approached cautiously. Having hailed the flotilla and identified ourselves, there was no shortage of willing hands to help us tie up alongside HEY JUDE, at the left end of the raft. We had made the last leg of the cruise without incident and with a sense of accomplishment for me, having survived my first after-dark navigation exercise.

After our Italian supper, two of our people got out the inflatable for a quick recon of the beach area, only to find that one of its air chambers, perfectly OK up to now, had suddenly acquired a leak. No problem, there are four other chambers,

and the thing floated just fine, so off they went, leaving the rest of us on board to do a little raft-up socializing. We turned in fairly early, looking forward to a good day to come.

We spent much of the following day riding to and from the beach in our suspect inflatable. Nobody cared to swim, owing to the presence of large numbers of jellyfish in the water. We ate dinner at the Blue Heron Restaurant, and the food was excellent. After a little more messing around on the beachfront, we relayed everyone back to FANTASY II, no mean feat, since the blasted inflatable seemed to have sprung another leak! (Are you beginning to see a pattern developing here?) When we were all back aboard, we discovered that No. 2 battery was dead and we had no power. No. 1 battery, however, was fully charged and OK. I decided that I'd better get some advice, so in my best Errol Flynn manner, I swashed my buckle over the intervening cockpits and swim platforms until I found myself on SOUTHERN NITES talking to Ron and some of the boys about Mr. Murphy's interest in me.

Making my way deftly back to my boat, I started up the engine and ran it for about half an hour with the selector switch set to No. 2, so that we could have a little power for the evening without having to use No. 1 battery, which we would need for start up in the morning. We began to wonder if we'd ever see the morning, because during the night the combination of wind and water made the raft heave and toss very strongly. It was an interesting night.

In the morning we started up, after a light breakfast, and cast off from HEY JUDE for our return to OHM. We made much better time, largely because we had consumed a lot of fuel and all our fresh water, and the boat was able to plane more efficiently. Around Quantico, we were overtaken by HEY JUDE and maybe another of our boats. About two miles out of OHM, right near that little island in Belmont Bay, you guessed it- we ran out of fuel (doubtless Murphy had gotten into the fuel gauge, which was reading just below 1/4 full). Having been monitoring the radio, I knew that SOUTHERN NITES was coming up behind us at high speed, so I radioed Ron and explained our predicament. Acting in the best traditions of Commodore-ship, he headed for our becalmed little party in order to take us in tow. Quickly and efficiently he and his crew rigged the tow line, radioed ahead to OHM, and proceeded to tow FANTASY II, with a sheepish-looking Brit helmsman upon her bridge, back to the marina. The intention was to bring us up to the fuel dock, and a couple of boats were requested to stay clear until we could get there. Roy, skipper of HEY JUDE, was on hand, as were several other folks on the dock. Regrettably, I do not know the name of the young man who leaped into the river to retrieve our bow line, which was inexplicably 1/16 of an inch too short when it was heaved to him! (It sure looked like Tom Tilmon-ed.) Ron's expert boat handling brought us dead abreast the fuel dock, and we tied up thereupon to refuel. Having done so, I restarted our boat and maneuvered her back into our slip, trying not to look too embarrassed by the whole affair. Again, several of our members were there to help, although I think I'm getting the hang of docking.

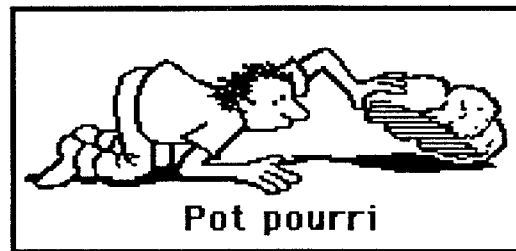
I salute Ron Tilmon and his crew and thank them most sincerely for helping us out of a ticklish situation. I would also like to thank Roy, and those other fine people who lent willing hands to us. It makes me proud to be a member

of OYC - I have learned a lot, not just from this particular episode (which we nevertheless enjoyed, despite Mr. Murphy and his infernal law!) but from being associated with the people of the OYC, all of those with whom I have had direct contact all being more than friendly and helpful. This, dear friends, is really what boating is all about!!!

It's time again for selecting from among the many fine boaters in the Club one vessel and its owner who best meets the criteria established by the Club's first Commodore, Bill Shaw and his wife Paula when they donated the Cup:

"The First Commodore's Cup is to be presented to the member or family whose yacht best typifies the title 'Yacht of the Year' based on all factors including underway operation, maneuvering and docking, anchoring and year round appearance and upkeep."

Start considering whom you feel best meets these qualifications and either tell us on the docks or drop us a line (to the OYC mailbox). The decision for this award is usually made in November so that the Cup can be presented at the Christmas Party and Change-of-Command Banquet on December 10th.



Congratulations to Dale and Rita Jacobs on the purchase of their new 28' Formula, the new SUNSHINE.

MM says that her mom should stick to Popeye's for chicken making.

Rafting has its conveniences - we have garbage service, ice service, and dinghy service. And at Colonial Beach we even have our own concessionaire who makes us funnel cakes and always looks forward to our returns.

JT gives great doggie shampoos and TP gives great people shampoos.

JT was seen walking on water to get away from jellyfish. She says that jellyfish bite but not to worry, she's had worse things bite her.

Power boats are nice but TP said she had to admit, riding in HL's sailing dinghy was really nice.

BP's self-winding watch was running an hour slow. Someone said that this was due to the fact that BP was not moving.

Mimosas are quickly becoming a tradition on Sunday morning raft-ups - and a lovely tradition they are, too.

DW is trying to get the hang of talking nautical. Now if we can just get her to say "dock" instead of "pier".

New Rule for Raft-ups - Anyone who does not have a swim platform should not be in the middle of a raft-up. That step from one platform to another is a dinger HL!

Two people, who shall go nameless, (DJ & RJ) are in trouble. They told us they would be at Colonial Beach and rent a condo for the 4th weekend and never showed up!

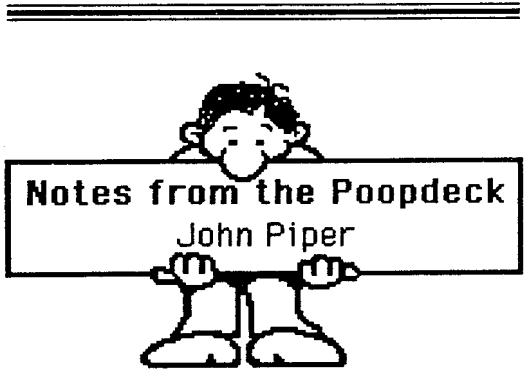
Last month I inadvertently forgot to mention HEY JUDE as one of the boats who joined us again during the raft-up at Colonial Beach. I have been informed that I have to give them double-billing this month. So sorry JR and RR!

What pre-junior member was overheard to tell Ron Tilmon that he could ride in her new dink because he was "Commodore"? By the way, she also told Jean Tilmon that she could ride too since she was the "Commodore's wife". Talk about protocol(MM).

If they're heavy, they must be from AVON..Just ask TP.

How many of you saw our beloved Fairfax Marine Patrol boat being towed in Sunday, July 17? Dave said he was "pushing with a stiff rope". That's okay - we still appreciate their efforts - and yes, Murphy works on Police too!

Or, how many of you knew that there was a water spout reported at buoy 64, just off of Gunston Cove on Saturday, July 23? The Cutter Capstan reported it with a warning to all boaters, but the tone of voice from the Coastie was rather excited since he was looking at it!



With all the hooplah about boating safety, mandatory training and operator licensing, I would like to propose an alternative plan. It's called the Seaman's Inventory of Nautical Knowledge or SINK Plan.

At the beginning of each boating season, everyone would be issued a certain number of SINK credits depending on their experience. A brand new boater would be issued say 10 SINK credits, while an old hand would be issued a maximum of 100 SINK credits. Then, during the course of the season, these credits would be adjusted upward or downward according to the following table.

| | |
|--------------------------------------|-----|
| Improperly cleated line | -1 |
| Leaving fenders over when underway | -2 |
| Running hard aground | -5 |
| Getting lost in the Mattawoman | -7 |
| Running out of fuel | -8 |
| Botching an approach to your slip | -8 |
| Not running the blower after fueling | -15 |
| Hitting another boat | -25 |

| | |
|--|------|
| Falling overboard: | |
| Anchored | -2 |
| Underway | -30 |
| Sinking in your slip | -100 |
| Ramming the USCG Cutter Capstan | -250 |
| | |
| Using proper radio procedure | +1 |
| Using proper flag etiquette | +1 |
| Leaving your lines neatly on the dock | +2 |
| Having a copy of Chapman's on board | +2 |
| Filing float plan | +3 |
| Slowing for a smaller boat | +5 |
| Reducing your wake in close situations | +5 |
| Using proper horn signals | +5 |
| Having read your copy of Chapman's | +8 |
| Successfully completing a boating course | +10 |
| Towing in a disabled boat | +10 |
| Putting out a fire on another boat | +50 |
| Towing in the USCG Cutter Capstan | +250 |

When your balance of SINK credits reaches zero or less, you would be prohibited from boating until you had built up additional SINK credits by reading Chapman's, etc. If you are still in the hole, you would have to wait until the next season for a new allocation of SINK credits.

This plan is self-adjusting for the degree of knowledge or lack thereof and is tolerant of minor transgressions while severely impeding the activities of the arrogantly stupid. It is fair to all and simple to implement. I invite your suggestions as to additional entries for the table above.



"Yes, I heard a small craft warning, but I thought we had a large craft."



The Nature Corner
Mate Mer

About the only thing to report is that we have 39 Canadian Geese who dine on a regular basis—sometimes twice a day. (It has been reported that the count is 40!) There are also 13 Canadian Geese from Hoffmasters who visit but don't (or aren't allowed to?) dine. At each feeding there is the normal sibling rivalry, and as of the 18th, one "baby" turned teenager almost flew. We can count on a wake if they are a distance from the boat. The newest information is that we now have three baby ducklings who are taking nourishment as many times as I see them here. (As of 7/22 there were only two babies.) I guess I can brag and say that I sorta have them trained to my voice; and, watching those little guys make a mini-wake hurrying to dinner is a special sight. It has been suggested that we have the left-over-bread concession from the Harbour Inn when it opens (August 2). That will sure help the bread budget. The Geese and Ducks make their way throughout the marina, and the feeding that is done from the other docks is greatly appreciated. If they all bring their babies back next year - oh! Dear!

Membership
Mer Piper

Boy, have I got a deal for you! According to the By-Laws, as of August 1st the Membership Secretary can accept renewals for the 1989 season. (Our normal membership year runs from November 1 to October 31.) As you may recall, the members voted to increase the dues from \$35 to \$45 for Family; from \$25 to \$35 for Individual; and, from \$15 to \$25 for Associate for the up-coming year.

As an incentive for you to renew early (and save some money), the Board has allowed renewals at the current lower rate from August 1 to October 31. After October 31, any renewals will be at the increased rate. Please note that this special incentive is for renewals only and that new members will have to pay the full rate for 1989.

So save that \$10 and get your renewals in now.

Please use the form below and fill in all of the blanks. It's amazing how the information in our membership files slowly changes and nobody updates their files. Give us a helping hand by renewing now and updating any obsolete data. Thanks.



OCCOQUAN YACHT CLUB
SPECIAL MEMBERSHIP RENEWAL
FOR THE 1989 SEASON

Date _____

Must be prior to 1 Nov.

Renewal Membership

Phone () - _____

Name _____

Address _____

City, State, ZIP _____

Spouse Name (Family Member) _____

Junior Member Name(s) @\$5 ea. _____

Family \$35

Individual \$25

Associate \$15

Junior \$5
(10-21 yrs)

Burgee \$8

BOAT DATA (will be held as confidential):

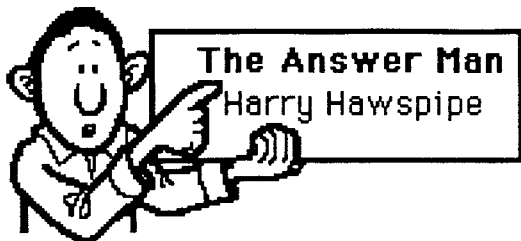
Boat Name _____ Length _____

Builder _____ Power or Sail? _____

Where Berthed _____ Slip # (if OHM) _____

Call Sign _____

Please make check payable to OCCOQUAN YACHT CLUB
P.O. BOX 469, OCCOQUAN, VIRGINIA 22125



The Answer Man
Harry Hawspipe

This month, we are instituting a new column - "The Answer Man" - written by our own Harry Hawspipe. This will be a column of nautical information and knowledge in response to your questions. This is just another service brought to you by your club! Our first letter comes from J.Z. of Woodbridge.

Dear Harry— I own a 12 foot Broadwater and would like to install a tuna tower. Would this be feasible? J.Z.

Not only would it be possible, a tuna tower would definitely improve the looks and value of your Broadwater. And since you are going to have all that added height, why not add the biggest Radar you can find to improve your ability to navigate. Good luck on your project.

Dear Harry— I accidentally spilled some bilge cleaner into my fresh water tank and now the pump doesn't work. What should I do? Q.P.

Substitute a bilge pump for your fresh water pump and everything should work fine.

Dear Harry— The hatch over my vee-berth always leaks when it rains. It has gotten so bad that I have to spread towels under the hatch when rain is forecast. Is there a solution? Z.K.

Yes, close the hatch.

Dear Harry— The lady in the slip next to mine is always running around topless. She scrubs the deck topless. She does the brightwork topless. She waxes her hull topless. Should I inform the marina management? D.S.

D.S.— I have arranged with the marina management to trade slips with you. This should solve your problem.

Dear Harry— When I'm on a port tack, my 21 foot sailboat has a lee helm, yet when I'm on a starboard tack, it has a weather helm. Could this be caused by the traveler being restricted on the port side? P.A.

I haven't the vaguest idea. Try replacing the helm.

Dear Harry— I will be buying a boat this year but I can't make up my mind whether to get one with an I/O drive or an outboard. What are your recommendations? R.V.

Your first consideration should be reliability. Most I/O drives are Volvo-Pentas, which, as you know, are made in Sweeden. Now consider what would happen if you broke a frammis on your I/O drive. You would have to write to Sweeden to get a replacement part which could take weeks. There you are, sitting out the rest of the boating season while your friends are cruising and enjoying themselves. I would stick with a good old american outboard such as Suzuki or Kawasaki or Yamaha.

Well, that's all we have room for this month. If you have any questions and want expert answers, send them to the "Answer Man" c/o the Daymarker and we will see that you get whats coming to you.

WHAT IS A RAFT-UP?

Contrary to what you might think, a raft is not necessary to participate in 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 the fourth of July, 1985, I was in a raft of over forty (40) boats!

The usual procedure is for the largest boat to anchor carefully, checking his bearings and holding to ensure that he will stay put. After the anchor boat is satisfied that all is well, he 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 Captain is responsible for his own boat and will indicate when he is ready to accept the next boat. In this 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 forty footer.

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 clambering 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 boats 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 a 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.

AUGUST TIDES

Correction (-): 00:15

| | DATE | EST TIME (DC) | EDT TIME (OCCOQUAN) | TIDE |
|---|-----------------|------------------|------------------------|------|
| | Saturday-Aug-6 | 02:20 | 02:05 | 2.9 |
| | | 09:45 | 09:30 | 0.2 |
| | | 15:01 | 14:46 | 2.4 |
| | | 21:31 | 21:16 | 0.1 |
| | Sunday-Aug-7 | 03:24 | 03:09 | 2.8 |
| | | 10:48 | 10:33 | 0.2 |
| | | 16:07 | 15:52 | 2.3 |
| | | 22:33 | 22:18 | 0.2 |
| | Saturday-Aug-13 | 02:48 | 02:33 | 0.3 |
| | | 08:16 | 08:01 | 3.0 |
| | | 15:24 | 15:09 | 0.2 |
| | | 20:47 | 20:32 | 2.8 |
| | Sunday-Aug-14 | 03:27 | 03:12 | 0.4 |
| | | 08:54 | 08:39 | 3.0 |
| | | 15:56 | 15:41 | 0.2 |
| | | 21:20 | 21:05 | 2.9 |
| Overnight to Somewhere, with Someone and/or Somehow? | Saturday-Aug-20 | 00:15 | -00:00 | 3.1 |
| | | 07:48 | 07:33 | 0.8 |
| | | 12:50 | 12:35 | 2.5 |
| | | 19:23 | 19:08 | 0.5 |
| | Sunday-Aug-21 | 01:06 | 00:51 | 3.1 |
| | | 08:51 | 08:36 | 0.9 |
| | | 13:47 | 13:32 | 2.5 |
| | | 20:15 | 20:00 | 0.6 |
| | Saturday-Aug-27 | 01:48 | 01:33 | 0.1 |
| | | 07:11 | 06:56 | 3.5 |
| | | 14:29 | 14:14 | 0.0 |
| | | 19:40 | 19:25 | 3.4 |
| | Sunday-Aug-28 | 02:43 | 02:28 | -0.1 |
| | | 08:01 | 07:46 | 3.6 |
| | | 15:13 | 14:58 | -0.2 |
| | | 20:27 | 20:12 | 3.5 |

FULL MOON: August 27th

NEW MOON: August 12th