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

The Daymarker

February, 1989, Vol. VI, Issue 2

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

Commodore	Vice Commodore	Rear Commodore	Secretary	Treasurer
Merilyn W.Piper	Ned W. Rhodes	Ginny Kildoyle	Debbie Charles	Debbie Berard
703-490-4857	703-534-2297	703-250-6746	703-250-3022	703-239-0564

Upcoming Events

February 11 - Caravan to Cobb Island for a feast
See article below

Saturday, March 18 - General Membership Meeting and
St. Patrick's Day Party - Fairfax Yacht Club

Upcoming Event - "Caravan" for Feast
Debbie Berard

To break the mid-winter blahs, our February function will be a caravan to Capt. John's Crab House in Cobb Island, Maryland on Saturday, **February 11** for a feast. OYCers and guests will gather at the Occoquan Harbour Marina parking lot for a **10:00 a.m. departure**. Travel time is approximately an hour and a half.

For those of you who have not been to Capt. John's, it's a very nice crab house on Neale Sound off of the Wicomico River. They have a varied menu with seafood being the speciality of the house. Dinners range from $6.95 to $16.95. They always have an all-you-can-eat special. During the winter, it is usually steamed oysters and steamed shrimp. In the summer months it's crabs - of course, what else ?

My last phone call confirmed the all-you-can-eat special as steamed oysters and shrimp for $15.95. They don't think they will have crabs, but there is always a chance they will get them in; although, he said availability right now is poor.

As mentioned earlier, our plan is to meet at OHM at 10:00a.m. to "caravan it" to Cobb Island. If you've never been to Capt. John's or Cobb Island, you really should try to join us. It's a great restaurant and the island is very quaint. Please call Merilyn at 490-4857 before February 4, so we can give the restaurant an expected head count. You can call me at 239-0564 and leave a message on the machine, but it would be better to call Merilyn.

If this doesn't get you excited for boating season to hurry and get here, nothing will.

Commodore's Comments
Merilyn Piper

The first 1989 OYC function was held Saturday, January 14 at the Harbour Inn to review the tentative schedule. There were 43 members/guests in attendance (had I known it would be so well attended, I would have had the room arranged to accommodate seating for everyone - sorry for any inconvenience). We were hoping for more people to volunteer for the various vacant positions and for the various

functions. However, we do understand that the year is young and the boating season is still only just around the corner. I have faith that once the boating season gets into full gear things will fall into place and everything will run smoothly. The 1989 schedule appears elsewhere in the Daymarker and is on its own page so you can post it somewhere convenient.

This is a volunteer Club, and we currently have over 180 "volunteers". So, with hopes of filling some of the vacant positions, I list them for you to review so you can then call me and tell me which one you are willing to fill.

For the ADVISORY BOARD we need a *Rear Commodore for Power.* This position will be responsible for overseeing all of the boating functions with the various Cruise Coordinators and their committees working with the RC-P; we need a *Training Officer* who will coordinate any training functions that are held; and, we need a *Facilities/Property Officer* who will be responsible for maintaining an inventory of the Club's property (some of which is in the Club Shed and some of which is temporarily stored over the Marina Store).

For the AD HOC COMMITTEE positions, we need an *Historian,* who will be the custodian of the Club's photo albums and who will be responsible for receiving photos of Club activities and displaying them at Club functions; we need a *Social Officer (or Officers)* to be responsible for overseeing the social activities and working with the various function coordinators; a *Junior Coordinator (or Coordinators)* - this position could be quite rewarding for the leader(s) as well as our Junior Members (we currently have 20 Junior Members [which equates to at least 20 adults] and it would be nice to have a Junior Program); a *Nominating Committee Leader*, who will work with the Committee to come up with a slate of candidates for the 1990 Executive Board; and, a *Quartermaster* to handle the orders for clothing. The positions already filled are Membership (John Piper), Delegate to PRYCA/CBYCA (Bob LaSerte), and Delegate to UPRC (Pat Utter).

I realize "volunteering" generally is not the nature of the human, but the Daymarker is the only medium for notifying all members of these needs. Gee, do you suppose I can just sit back and wait for the phone to ring ?

We have just received notice from Chesapeake Bay Magazine that the 1989 edition of *Guide to Cruising the Chesapeake Bay* is now available to us at a special discount price of $16.95 when purchased in lots of 16 or more. That equates to a savings of $6.00 of the normal $22.95 cover price. If any of you are interested, please call me at 490-4857 and when we reach 16 orders, I'll send in the form.

I have also just received word from BOAT/U.S. that our request for grant funds for our fire extinguisher exercise was not selected. Although we are disappointed, we will still be conducting the exercise in April. Each of us will have to pay $7.05 per extinguisher to have them recharged. It is a small price to pay for the hands-on experience of using a fire extinguisher in a controlled situation, with the hope of never having to use one in a real situation.

The OYC once again made news in the Chesapeake Bay Magazine - as I mentioned last month, they get a complimentary copy of the Daymarker, and they peruse it for information for their publication. Well, in the February issue, on page 86, Bay apparently felt the VHF net concept was worth reporting. As the boating season gets rolling, there will be additional information on the concept, and we'll give it a try.

Exec. Rear Commodore Comments

Ginny Kildoyle

It was great to see so many new faces at our January 14th meeting. As Mer said, sorry for any inconvenience for the lack of adequate seating. We'll get better.

Copies of the recipe form were handed out at the meeting; however, to make certain all of our Club Members have at least one, a copy is provided with this issue of the Daymarker. You may photocopy the form, or use it as a guide. I hope you all will be generous and send in as many of your favorite recipes as you care to share. Please don't limit your selections to galley cooking; we want to publish a cook book to satisfy a variety of cooks, so your home-cooked favorites are also welcomed.

With all of the interest expressed at the January meeting for attending the caravan to Capt. John's Crab House in Cobb Island on February 11, I'm hoping to collect your input that day. If you can't join us on the 11th, please mail your contribution to the OYC P.O. Box. We would like to have your culinary collections as soon as possible so that the OYC Cookbook can be "on the market", as they say, by July. It will take about three months to produce once it is submitted to the publisher.

The cookbook will be as successful as the effort put into it. I'm excited and hopeful that you all will be generous with your input.

Help Wanted

This is a written plea for help. We need coordinators for our scheduled cruises and our land functions. A Cruise Coordinator is the person who knows which boats are going on the cruise and if necessary, makes the appropriate reservations at the marina(s) being visited (which includes receiving and making deposits if required.) The coordinator for a land function arranges for the setting up of the area (which includes set ups/utensils, etc.) and the ultimate cleaning up of the area.

The following functions **have** a coordinator:

February 11 - Caravan - Debbie Berard(703-239-0564)

April 8 (11) - Cherry Blossom Cruise (Tentative)

May 6 - Flag Raising - any Board Member

April 22 - CME (Mer Piper-490-4857); Line Handling (John Piper-490-4857); Fire Extinguisher Exercise (Louie Nanni-670-4633); Tug Tour (Debbie Charles-250-3022) - DOCK PARTY - ____?

June 9-11 - Alexandria Festival - Bob LaSerte (703-938-2347)

July 1 - Dock Party (Tentative)

Sept. 2-4 - Labor Day Cruise - Bob LaSerte (703-938-2347) - If nobody else wants it.

Sept. 30 - Shrimp Feast/Bob Fire - Bob LaSerte (703-938-2347)

Nov. 11-12 - Hardy Soul Cruise - Ned Rhodes (703-534-2297)

Dec. 2 - Santa to Occoquan - Mer Piper (703-490-4857)

Dec. 2 - Change-of-Command Banquet/Christmas Party - Eva Nanni (703-670-4633) plus the '89 Board

About the Daymarker

The deadline for articles is the **20th of the month.** Anyone can submit an article about hints, tips, recipes (which also will be included in our cookbook), fun stories or experiences in and around the water (or of general interest to the Club), and/or serious nautical information. If you are considering submitting an article and you have a MacIntosh, please put it on a disc; otherwise try to submit it in typewritten form and give it to either Mer Piper or Ned Rhodes. If you find an interesting article in a publication, we will include that as well (but let's don't forget to give the proper credit!).

Letter from Capt. Bob

When I was a little kid, my folks were looking for a new home in Vienna. It was Thanksgiving and we had planned to stop by to look on our way to Grandma's house in Western Maryland. Even though it had been rainy and we wore all wrapped up in our Sunday best, my parents didn't mind slopping around in the muck to gawk at their new dream home.

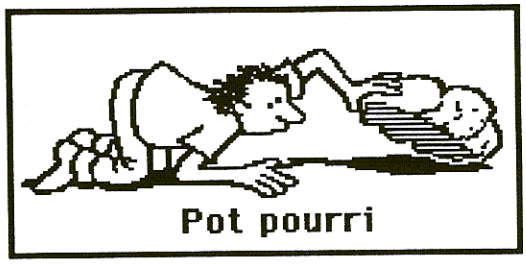
Meanwhile, I began doing what any six-year old would do. I jumped from one mud puddle to the next, one by one, up and down the street. I didn't think that my good clothes might get soiled. I would just run and jump, slopping and splashing about.

On my next jump, however, I landed not in a mud puddle, but in an uncapped and (thankfully) clogged sewer. I went in clear over my head and surfaced sputtering and wailing for help. Good thing my sister, Carolee was close by. She ran over and yanked me to safety. Mom and Dad were probably discussing wall prints at the time.

Little Margo Duus had a similar experience at Tantallon this past week. Her live-aboard parents had banished her out on the docks to play. It wasn't long before she was pulled out of the water, not breathing and hypothermic. Good thing a neighbor was close by.

All children should be taught to swim. My niece is 1 1/2 years old and she can paddle about. All children (swimmers or not) should wear life preservers when near the water. Most importantly, no parent should become preoccupied when their kids are running loose. How many times have we heard a distraught parent say, "I only turned my head for a minute"?

After I got fished out of the sewer, my dad gave me a good whipping. He threatened to make me ride all the way to Grandma's house dripping wet. But, when he spanked me, murky water splashed on his trousers and he became resigned to driving home to change. My mom still, to this day, peeks around corners to keep tabs on "her baby boy". And, we ended up buying a house in another neighborhood.



No submissions for this column this month.

This column is a way we can poke fun at ourselves; so if you "hear a good one", let's get it in here.

Watch this spot in the March Daymarker - there ought to be lots of "goodies" coming from the caravan to Capt. John's - the hand count at the January 14th meeting was at least 30 people. Oh, Boy !

First Mate's Course

Mer Piper

I am offering a "First Mate's Course" for anyone who wishes to take it. The course is abbreviated to help current or future First Mates to feel a bit more comfortable with some of the basics of boating. Currently its on a one-on-one basis; however, if you have a friend or two with whom you would feel comfortable working/learning, that's okay too. The course is designed with a suggested outline; however, it is also geared to any particular question(s) or problem(s) you may have. Some of the topics included are Basic Line Handling, Chart Reading, Duties of a First Mate, Hands on Radio Usage, and, Tips on Anchoring. The length of the course is basically up to you - the first session of the current course lasted approximately four hours and there is at least one more session scheduled, which could also last another four hours. It's at your speed and at your level of grasp. This "First Mate's Course" is in no way intended to replace the recommended Coast Guard course, but a "Certificate of Completion" will be awarded. If anyone is interested, please give me a call at 490-4857 and we'll work on a schedule for you.

Welcome New Members

John Piper

The OYC welcomes the following new members: Glenn Decint - Individual aboard **JUST RIGHT** berthed at Harbour Point; Nick Utter, Junior who joins his sister and parents aboard **SIRENA** berthed at OHM; Joe and Shirley Aldridge of the **HOVERING ANGEL I** a hover craft; and, Susan (and baby Kyle) Edwards who are now part of the Todd Ray Edwards family aboard **SHAKE 'N' BAKE** at OBC.

Proposed By-Law Changes
Mer Piper

The Board has reviewed the By-Laws as they stand now and propose some minor, but important changes.

Paragraph 6 of Article IV—GENERAL MEMBERSHIP MEETINGS (page 7) allows for changes in the By-Laws ONLY at "the Annual General Membership Meeting", which is the October meeting. Even though we have amended the By-Laws in a March meeting in the past, there is no real provision for changes at any other time other than the October Meeting. Therefore, it is proposed that the sentence "If any member desires to have a vote on a change of these By-Laws, such change proposed must be published to regular members two weeks in advance of the Annual General Membership Meeting." be changed to read **"If any member desires to have a vote on a change of these By-Laws, such change proposed must be published to regular members two weeks in advance of a General Membership Meeting."** And, therefore, it is further proposed that if that sentence change is approved, that that sentence be moved to be **the last sentence of Paragraph 6 of Article IV.**

If the above is approved, then we can go forward with the following proposed changes:

Since any new Board is tasked with the scheduling of events for the next calendar year, it is felt that that new Board should finish out all scheduled events of the calendar year it has planned. Therefore, it is proposed to add the following sentence at the end of Paragraph 2 of Article IV— EXECUTIVE BOARD (page 5): **The Executive Board shall be responsible for the scheduling of events for the upcoming calendar year and be responsible for conducting those events through that calendar year.**

In Paragraph 3 of Article IV—STANDING COMMITTEES (page 5), the word *shall* allows for no flexibility to not appoint the Standing Committees. When the Club was founded, it was about half sail and half power and we needed the Race/Sail/Power Committees. (If you have read this far and are the first OYCer to call 490-4857, you will receive a free OYC burgee.) Now that we are primarily power boats, it is felt that we should not have to appoint these Committees since they really have no function. However, it is also felt that should the ratio change in the future and these Committees are needed, the flexibility to or not to appoint should be there. Therefore, it is proposed to change the word *shall* to **may** - and thus the sentence should be changed to read: **The Executive Board may appoint persons to the following Standing Committees.**

Paragraph 7 of Article IV—PROCEDURAL RULES, subparagraph (b) VOTING (page 7)- It is felt that in addition to voting by proxy, absentee ballot should also be allowed. Although the By-Laws don't prohibit absentee ballot, it is felt that the addition is worthy of consideration. Therefore it is proposed that the sentence "Voting by proxy shall be permitted at all meetings." be changed to read **"Voting by proxy or absentee ballot shall be permitted at all meetings."**

Since we are not prohibited from using an absentee ballot, all Regular Members will find not only a proxy form but also an absentee ballot included with this issue of the *Daymarker*. Therefore, if you are unable to attend the March General Membership Meeting, please exercise your voting privilege by filling out the proxy by inserting the name of the person to whom you are giving your proxy, print your name, sign and date the proxy and send it to the OYC P.O. Box; or, vote on the absentee ballot, print your name, sign the ballot and send it to the OYC P.O. Box. Each Regular Member is entitled to one vote.

US COAST GUARD POWER COURSES

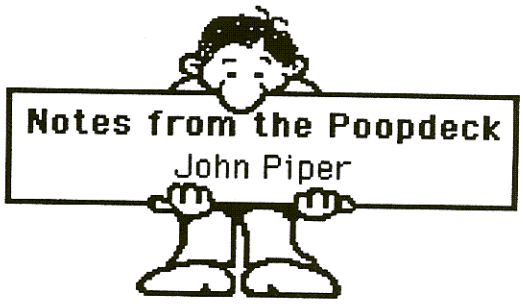
February 6 to March 15 - 12 week course, Monday and Wednesday evenings at Woodbridge HS

May 2 to May 23 - 6 week course, Tuesday and Thursday evenings at Woodbridge HS

September 5 to October 11 - 12 week course, Monday and Wednesday evenings at Woodbridge HS

For further information on the above courses, please call **RON BEERS at 791-3291** (all of the above courses provide certificates upon completion.

According to BOAT/U.S., for additional information about courses in the Woodbridge/Manassas area, please call Bill Lee at 703-368-6890; for the Fairfax/Arlington area, please call Dick Rothermel at 703-689-9634.



Did you ever notice, when speaking to non-boating acquaintances, that the rest of the civilized world perceives us as different — sort of a cross between a wealthy Neanderthal and a street person who has crashed the White House party. Let me give you some examples.

Years ago, I bought a standby generator for my home in the country. I was treated as the ultra-conservative belt-and-suspenders type who wanted to ensure a continuing supply of electricity for his family in the face of storm or disaster. A truly noble thing that I did. I could almost sense the respect and admiration that this conservative act evoked. I never used that generator.

Last December, during stormy weather, everyone was losing power. When I left work for the boat, I was reminded that "The power is out!". When I responded that I had a generator on the boat, I got the "look". You know, the look of — "You decadent no-good so-and-so, how can you afford to waste your money on a generator". I use this generator all the time.

In the last year or two, the yuppie generation has adopted the boat shoe as a fad or sign of "belonging", I would

guess in an attempt to emulate someone who owns a "yacht". Most of these people wouldn't know a bowline from a boathook. I tried to join in a conversation with a group of these types. But my Topsiders were beat up with blotches of bottom paint and the toes were scuffed from crawling in the bilge. I was given the "look". You know, the look of — "Just because you are wearing boat shoes doesn't mean you are one of us". Just who is emulating whom?

I have a friend who flew his family to Vale, Colorado for a week of skiing in the Rockies. Considering air fare, lodging, lift tickets, etc., this trip set him back at least five grand. And yet, when I told him that I had taken a ten day cruise to the Eastern Shore, I got the "look".

When you tell someone that you spent the weekend on the boat and did absolutely nothing. You just sat and watched the water or you read. You get the "look".

I have an Aunt who cannot comprehend that something smaller than the Queen Mary has any sanitary facilities aboard. When I tell her that I do not have to use an oaken bucket, I get the "look".

Last fall on Sunday afternoons on the boat, I watched the Redskins on TV as they flubbed their playoff chances. The Monday morning quarterbacking always included the "look". You know — "Isn't TV on a boat against the law?".

When I tell someone that "I will be on the boat this weekend, call me." I get the "look". Since when is it against the law to have a telephone on a boat?

I'm sure you are getting the picture and that you , too, have received the "look". I just don't understand how someone with a fifty thousand dollar RV can justify two motorbikes for "getting around" and at the same time give me the "look" for buying an Avon with paddles. I guess we really are different.

New Coast Guard Pilot Program

The following is filched from the February 1989 issue of Soundings, the entire article written by Sam Rosensohn entitled "US to target 10 states for new BWI law":

"The Coast Guard has targeted 10 states for a pilot program **this summer** to enforce a new federal boating-while-intoxicated (BWI) law fraught with pitfalls.

"Patrol boats equipped with breath-analysis meters may stop drunk boaters in Texas, Louisiana, Mississippi, Alabama, **Virginia**, North Carolina, Delaware, **Maryland**, Pennsylvania and New Jersey. The boats will carry the meters as standard equipment and not go out on specific drunk-boating patrols, a spokesman said.

"The Coast Guard, worried about acceptance of a new stop-boater policy after one year of the controversial, anti-drug zero tolerance, is planning a big public relations campaign to explain the $200,000 BWI program.

" 'We don't want another public relations fiasco,' said Cmdr. George Flanigan, chief of the general law enforcement branch in Washington, D.C.

"This time the stakes are different for the boater. Under zero tolerance, a suspect's boat could be seized. **Under the new drunk-boating law, a boater could be fined up to $1,000 for a civil offense, or sent to prison and fined up to $5,000 for a criminal case.**

"But how the Coast Guard and the states arrest and prosecute a drunk boat operator has not been worked out. The Coast Guard has not even decided what to do with the operator, the boat and passengers once an arrest is made.

"The problems have been so thorny that an attempt to launch the program last summer in Long Beach, Calif., and Portsmouth, Va., never came off.

"These are some of the dilemmas the Coast Guard expects to confront this summer when it begins to enforce the drunken boater law:

"• How does the Coast Guard sell this to the public?

"Flanigan said the Coast Guard's public relations campaign detailing the new program is planned so that boaters would not be surprised by the new patrol duties.

" 'We've asked our public affairs people to come out with a complete explanation from top to bottom,' Flanigan said. Announcements will be made on television and radio and in newspapers and magazines.

"Flanigan said the program's success depends in part upon how well it's accepted by the public. If the program works, Flanigan said the Coast Guard plans to expand it nationwide in 1990.

"• What to do with the intoxicated boater after the arrest?

" 'If mom and pop are drunk and the kids are in the back of the boat, what do we do?' said Flanigan. 'Do we just tow the boat? Where do we take them? Do we set them loose on the dock; let them hop in a car and wreck havoc on the highways?

" 'Do we keep them long enough so they're sober? We don't want the kids wandering around the docks and falling off the side while we deal with their parents. And, of course, working with drunks is not going to be fun,' Flanigan said.

"• Who will prosecute the arrested boater?

"The Coast Guard does not want to prosecute drunken boaters. It would like to make arrests and turn the cases over to local police and courts for prosecution. But that might not always happen.

"In Virginia, for instance, state law mandates that a state arresting officer observe the intoxicated boater. The state cannot accept the Coast Guard's word for it.

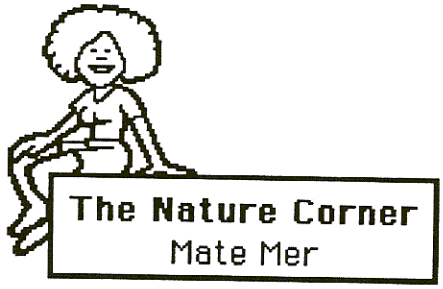
"• What if a state or federal court will not take the case?

"A court may not accept the Coast Guard's test results. Or a state may not handle the case because of conflicting local laws. That leaves the federal prosecutor.

" 'The U.S. Attorney doesn't want to spend his time handling drunken boater cases,' Flanigan said. 'Our guess is that if the state won't handle it, and the U.S. Attorney doesn't want it, then we would have our own administrative hearing.' " (**Bold** highlights added by Daymarker editor)

New Bridge over Occoquan

The Coast Guard's Local Notice to Mariners has announced that there will be a bridge constructed over the Occoquan River at mile 2.9, Woodbridge, VA. According to Public Notice 5-684 issued December 23, 1988 there are plans to construct "dual bridges (northbound/southbound lanes) parallel to the existing fixed I95 highway dual-lane bridge." There is no timeframe given; however, when construction does begin, it will impact on boaters up-river from the I-95 bridge. Anyone wishing to read the Public Notice may either stop by the **DUNMOEN**, or write to U.S. Department of Transportation, Federal Building, 431 Crawford Street, Portsmouth, VA 23705-5004.



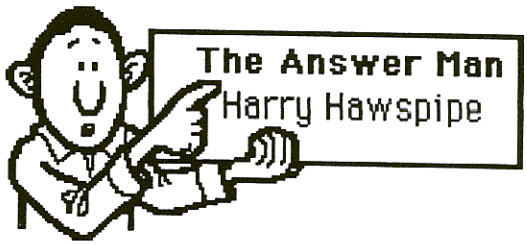
The six adult ducks came by New Year's Day for brunch and haven't been back. My eagle appeared Sunday, January 15 and perched himself on his usual branch across the river - looking as regal as ever. The big ole beaver swam around the bow heading down river - we wonder if its normal "home" is being relocated due to the marina expansion. Deer were spotted frolicking on the "beach" across the river. The nature around us continues even with the changes of the seasons. But, most interesting of all is while cleaning the boat on Friday, 1/20, I disposed of three live spiders plus I've noticed some new webs on a couple other boats nearby - does that mean that Spring really is just around the corner (and those dreaded creatures are back so early)?

VHF - Channel 16

The following is filched from the October issue of Motorboating & Sailing - Gordon West's Electronics Q&A article because his answer is of interest to OYCers:

"Q: Last weekend, someone broadcast on Channel 16 that it was an 'official FCC station,' and then indicated they were issuing citations to everyone misusing the channel. Please explain how this works.

"A: I seriously doubt the FCC actually made that announcement. They rarely transmit on the air to rule violators. However, there is no question that misuse of Channel 16 jeopardizes legitimate distress and safety calls. The U.S. Coast Guard **now tape-records all Channel 16 transmissions**, and they routinely turn their tapes over to the local FCC office. The FCC may then prepare official notices of violation. An unanswered notice could lead to fines and forfeiture." (Bold highlight added by Daymarker Editor.)



Dear Harry - Now that Christmas and the Washington Boat Show are over, what can I do to keep busy until the start of the boating season? D.S.

Editor's note: Since Christmas and the Washington Boat Show are over, Harry is in the American Virgin Islands advising them on proper ways to run a yacht club. He will submit his expense account upon his return. In the meantime, we will hold his mail for him.

FOR SALE

The following was received for inclusion in this section. It is not an easy ad to type; however, here it is in its entirety:

"Please run the following ad in the Daymarker. (We hate to do it, but we need to move ashore for Claire; can we still stay in the Club with a 13' Zodiac!? [Ed. note: **Y E S**] But I guess we won't be the Santa Claus Boat, and it'll be tough to go on the week-long cruise.)

FOR SALE: **LA MOUETTE** (aka **Santa Claus One**) - Claire needs a bigger room !

36' Trojan Tri-Cabin, 1972; all fiberglass (with teak deck at helm); upgraded teak swim platform; trim tabs; remote spot light; VHF radio; hailer; and much more. All creature comforts: 6.5kw Onan generator; central air; full galley (built-in microwave, oversize 110/12v refrigerator w/sep. freezer compartment, ice maker, electric stove w/oven; hot water); Master Stateroom w/head and a real shower; Forward Stateroom with large vee berth and private entrance to forward head; large main saloon with sofabed. Twin Mercruiser 270hp engines (1100 hours). $54,500. Can be seen anytime at Hoffmasters (gas dock slip) or call 491-4345."

25' Chris Craft Catalina Hardtop. 225 H.P. V-8. Closed water cooling system. Private head, sink and electric running water. Galley w/2 burner electric/alcohol stove. Refrigerator. Sleeps four. 25 gal. fresh water/50 gal. fuel. VHF and CB. Trim tabs. Electric auxillary fuel pump, brand new barrier coat on hull. Excellent condition. Low hours. Call Rich Ellis at 690-6186

1981 17' Formula. 470 Mercruiser (225 CI, 170 HP), with Closed Cooling System. 175 hours on engine. Great ski boat. Seats 5. New bottom paint and barrier coat this year. Faster than any boat on this page. Call Ned W. Rhodes at (703) 534-2297.