

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

# The Daymarker

January, 1989, Vol. VI, Issue 1

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

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## Upcoming Events

January 14 – "1989 Schedule" Meeting – Harbour Inn – 4:00-6:00 pm – Cash Bar  
February – Caravan for a feast

### Upcoming Events

The Board has planned a meeting on **Saturday, January 14** from 4:00p.m. to 6:00p.m. (or longer if necessary) at Harbour Inn (downriver alcove of the main dining room). The purpose of this meeting is to encourage OYCers to review the tentative schedule of events for 1989, voice their opinions, and hopefully sign up to participate in, lead, or assist with as many functions as they can. It's also an excuse to get out of the house, shake those post-holiday blues, be with boating friends again, and maybe even have dinner and dance the night away. See you there.

**February** we thought was a good month to form a caravan and go by land to some place we frequent by water and have a feast - probably not crabs, but maybe shrimp and/or oysters. Date and place are still tentative but information will be in the February Daymarker.



### Commodore's Comments

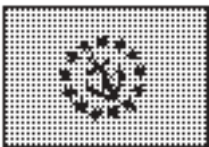
Merilyn Piper

With this first issue of the 1989 Daymarker, you will find a calendar page. It is hoped that you will post this calendar on your refrigerator door (or a similar suitable place) as a reminder of things happening in January. You will note that the 14th has been highlighted as being an OYC function not to miss. A calendar page will be provided each month featuring OYC activities. As the year moves along, the tide table will be printed on the back of the calendar page. We hope you find this addition useful and that you will refer to it for OYC functions so you won't miss out on any of the year's activities. Of course, we encourage you to post other important information/meetings on the calendar so it becomes a part of your daily routine.

Elsewhere you will find the tentative 1989 schedule of events and the prose describing the anticipated activities. You are encouraged to review the schedule and join us at the meeting to voice your opinions. While on the subject of the schedule, when it is finalized, it is intended as a reminder of

boating related activities. It is your personal invitation to participate if you can and if you want to. Attending functions is not obligatory, but it is certainly strongly encouraged.

Now that winter is officially upon us and there has been ice on the river already, please don't forget your boat. For those who have left the boat in the water, visit her and make sure she is safe. Like a broken record from Commodores in the past - check your lines! Make sure they can withstand the elements and still do the job you intend for them to do. Also, check your covers to make sure they have not been torn from the wind and that they are not laden with snow. If you depend on bilge pumps, check them, too, to make sure they are still in proper working order. For those who have had the boat hauled and stored on land, she also needs to be checked, particularly after a snow. If nothing else, pat her on her stern to let her know she is still loved.



### Vice Commodore's Comments

Ned W. Rhodes

As I write this, Christmas is only a few days away. The loot, er, I mean presents have piled up under the tree, but I think Santa is not going to bring me all the items I need. Here are a few of the items that he probably won't bring me. Save this list for the Christmas party next year as they are bound to be popular items at the gift exchange.

Self Adjusting Packing Nut Wrench with Universal Joint, Flashlight, and Dental Mirror – For those of you with outboards or I/O units, you may skip this section. For all the rest, you know what I mean. The drive shaft is in the most remote part of the bilge, where there is no light. With this innovative tool, you can stand upright, slip the tool over the nut and turn to tighten. Boy, I could have used that recently.

Lost Tool Divining Rod – Whenever I open the engine covers, I seem to lose at least one tool to the bilge tool box. Sometimes it is not clear just where it has fallen. With this tool, you would point it in the bilge and move it around until it is pulled to the lost tool(s). I don't know if they can put a cigarette filter on this thing, but it would help since I found about three packs in my bilge.

Body Wedge – This tool is needed when you get stuck on a cross member in the bilge. Instead of yelling for help and then enduring the embarrassment of having your picture appear in the club scrapbook, you can use this tool to extract yourself. Of course, if you don't take the wedge into the bilge, you still may have to enjoy your picture as helpful club members do the extraction for you.

Green Water Detector – This is the instrument for the do-it-yourself mechanic. Here is the scenario as it usually happens. You stock the galley with Coors Light and then invite a friend down to help you winterize your boat. You are manning the water intake hose making sure that it is sucking up antifreeze, while said friend fogs the engine. The only problem is that you want to fog the engine once you see green water coming out the exhaust and both of you are in the bilge. This piece of instrumentation would be hung near the engine exhaust and would give off an audible alarm at the first sign of green water.

Tarp Sky Hook – This would be a popular item during the winter. Instead of using a boat hook to hold up your tarp, you would mount this device instead. It wouldn't fall down and would be self adjusting depending upon the weight of the snow on the tarp. The only problem that I see with this device is in the event the tarp ripped. The sky hook would then float free and would have to be tethered to the boat.

Even without these tools, I am excited about the coming season. Happy New Year to all.



### Exec. Rear Commodore Comments

Ginny Kildoyle

Shopping-Decorating-Wrapping-Cooking-Unwrapping-Eating...Is it over yet? I'm exhausted! I hope your holidays were festive and your returns are few.

As we enter another new year, I'm excited about an idea I have and hope you will be too. I would like to publish an OYC cookbook. With this goal in mind, I have begun to research the possibilities by looking over cookbooks from other organizations. Some are definitely better than others. With your help and your recipes, I know ours will be great.

We will need to tap into your talents as we create a team to turn this idea into reality. Various tasks will include collecting and organizing recipes, distributing and selling the cookbook, and illustrating and writing the text.

Besides the standard fare, I would like to include a "Kids Kook Too" section devoted to the efforts of our younger set. Perhaps they feel that the preparation of some of their favorites does not qualify as real cooking, but we would still love to include their specialities. Their artistic talents could also be utilized on these pages.

This project could be an excellent, continuing fundraiser for the club. In addition to sales among our membership, I hope we can place the cookbook for sale at the OHM Marina store and the local shops in Occoquan. It could also be displayed at craft shows or garage sales of our members. The possibilities are endless.

We are in the very early stages of this brainstorm. If you have ever participated in such a project, your advice and experience would be a wonderful help. However, we will all learn by doing, so remember – **no experience is required.**

Your input is of vital importance to the success of this project. Let me put it this way: If you enjoy the food, we want to print the recipe. Our cookbook will not be limited to galley cooking. We will include everything from drinks to desserts, soups to snacks, breakfasts to barbecues. We already have a start with the selections which have previously appeared in the **The Daymarker**. You can mail your culinary collection to us or give it to any board member. Let's start really cooking on this project!



## Santa's Trip to Occoquan

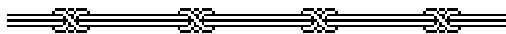
What a turnout!! Folks, this function was the best ever. Not only did the weather cooperate, but we had nine boats including the Fairfax County Police Boat as Flotilla Escort, complete with blue light and siren. Talk about goosebumps—there were also some happy tears, and just an overall wonderful feeling of what the Christmas Spirit is all about.

Mrs. Claus called early Saturday morning to let us know that only Santa would be joining us—his elves were not available—they had too much work to do. We were disappointed, but under the circumstances we certainly understood. About 11:00 LA MOUETTE, under the command of Daniele Johnson, approached the Marina all decked out with holiday trimmings and seasonal music coming from their loud hailer. Added the OYC Banner for two reasons - one, we usually fly the banner on a Club function such as this; and, two, we had received word that there might be television coverage in Occoquan. With that thought, the level of excitement increased. Kids of all ages decked out in Santa hats eagerly awaited Santa's arrival; some of the older kids were sipping egg nog and others were sipping champagne.

To our pleasant surprise, Santa arrived WITH TWO elves to share in the event. Santa greeted kids, young and old, as he made his way down B dock at OHM. With all the children on board Santa's boat (LA MOUETTE), the rest of the gang boarded the other boats in the flotilla for the trip to Occoquan. The flotilla consisted of our friends on the POLICE BOAT as lead to clear out the heavy boat traffic, LA MOUETTE, SERENITY (also with a banner just in case TV was there - we wanted all the coverage we could get), NO CATCH, SHE'S A LADY, SOUTHERN NITES, FOXY LADY (new member Chris Denning and first function), DAY ONE, and CASSIE LOU (also new member Lou Norwood and first function). DAY ONE was generous enough to return to the docks to pick up Ron and Jean Tilmon who had literally "just missed the boat". We had a total of 64 Club Members and Guests, two dogs, one cat, one bird, "and Dennis".

After Santa disembarked at the Prince William Marine dock to continue his trip through town on OWL's fire truck, the OYC flotilla returned to their respective slips. Continuing with tradition of this Club, the celebration continued on the docks for a while.

The OYC has some fun functions, but this has got to be the funnest. Thanks to everyone who participated. Even though we don't know if TV coverage was there, it was a great event.



## Christmas Party and Change-of-Command Banquet

This event took place Saturday evening, December 3rd at Mama's Restaurant in Fairfax. With the excitement of the Santa function earlier in the day still in the air, the holiday spirit prevailed for this gathering as well.

The cocktail hour started right on time (are you sur-

prised?). Because our Treasurer, Debbie Berard and her husband, Mike, had to leave for another function, tradition was broken and Mer Piper introduced Debbie to the Members and guests and presented her with her Treasurer's burgee. After cocktails, everyone partook of the buffet, and settled in for the "official" part of the evening, with the promise that it wouldn't be long. Ron Tilmon thanked everyone for being there, as well as for participating in Santa's function earlier. Ron presented the First Commodore's Cup to Richard Charles, and the Bent Prop Award to Bill Petrey. He then presented his Board Members with aerial photos of Occoquan Harbour Marina as his thank-you for a great year. After the gavel was passed, Mer introduced the 1989 Board Members and presented them with their flags, and name tags which will be worn at each function. Ron's Board Members were presented with plaques of appreciation, and new flags to replace their tattered ones. The winning number for the centerpieces was announced followed by two drawings for the tattered large OYC burgees that have flown from the yardarm at OHM for the past two years. Billy Lingo and Mary Jo Worcester were the recipients of the large burgees. Mer then recognized John Piper for his behind-the-scenes efforts on behalf of the Club, and then presented a Club award to Terri Petrey for all of her work as Editor of the Daymarker for the past three years.

Following the "official" part of the evening, OYCers and guests consumed the lovely cake, which was donated by a Club Member, and began to boogie to the music provided by Capt. Buddy (who also donated his time to play music during the cocktail and dinner hour). The gift exchange was held at 10:00p.m. followed by real boogie-ing, which lasted until the very last minute of 1:00a.m.

There were 79 OYCers and guests in attendance, and from the "rumor on the street", everyone had a good time (again, typical of OYC functions).



### First Commodore's Cup

**RICHARD CHARLES** on board **ROBIN'S NEST**, berthed at OHM, is the recipient of the First Commodore's Cup for the 1988 season.

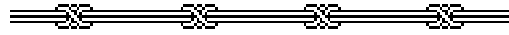
The First Commodore's Cup was presented to the Club by our First Commodore, Bill Shaw and his wife, Paula in 1985 after Bill finished his second year as Commodore. The award is presented annually to the OYC member who demonstrates proper underway operation, maneuvering, docking, anchoring, and maintains good year-round appearance and upkeep. The past recipients were Bill Petrey and Nick Katsarelis.

Richard not only met the requirements, but he also demonstrated patience and trust in teaching his young daughter how to handle the boat out on the water as well as teaching her how to put the boat in its slip. **CONGRATULATIONS, RICHARD** from all of us.



## Bent Prop Award

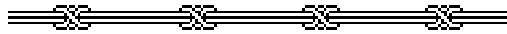
The Bent Prop Award is a new award this year. The concept was presented to OYC by a member of a New Jersey Yacht Club during OYC's week-long cruise last summer. "It's simple to give an award to someone who has nothing but good luck all year, but for the majority of us who have, at one time or another, run aground, bent a shaft(s), dinged our prop(s), or just had something go wrong, it's more difficult because there are so many contestants!" This year's award went to **Bill Petrey** on board **POWER PLAY** berthed at OHM because of his "bad luck" this year with his props and shafts; but, more interestingly was the time during the week-long cruise that he inconveniently wrapped a tire around his prop. ?Congratulations? Bill.



## Welcome New Members

John Piper

The OYC welcomes the following new members: Allen and Sue Herskowitz-Family aboard **ALEUS** berthed at Prince William; Jackie Horowitz-Associate (wantin' to buy a boat); Louis and Cassie Norwood-Family aboard **CASSIE LOU** berthed at Harbour Point; Paul and Katreen Rinaldi-Family aboard **FATHER'S DAY** berthed at Hoffmasters; and, Jeff Fisher-Junior who is joining his two brothers and his dad, Joe aboard **DAY OFF** berthed at OHM.



## Galley Gourmet

My mother sent a few batches of cookies for Thanksgiving, which I was going to share with the Tilmon's during the Veteran's Day cruise to Alexandria. Jean and I decided that they were too good to share, so we hid them in the microwave during the trip. Instead of sharing the cookies, I will share the recipe.

1 cup brown sugar	2 tsp. cinnamon
1/2 cup shortening	1 tsp. cloves
1 egg	1/2 tsp. ginger
1 1/2 cups flour	1/3 cup milk
1 1/2 tsp. baking powder	1 3/4 cup oatmeal
1/2 tsp. salt	3/4 cup raisins

Cream sugar and shortening well – add egg. Sift dry ingredients together and add with milk to creamed mixture. Stir in oatmeal and raisins. Drop by teaspoonful on greased cookie sheet. Bake 350 for 15-20 minutes. Yield – 6 doz. or 4 doz. my size! 1/2 cup chopped nuts may be added. Instead of raisins you can add 3/4 cup M&Ms or chocolate chips.

1989

## TENTATIVE SCHEDULE OF EVENTS

January 14	"1989 Schedule" Meeting at Harbour Inn - 4-6p.m.
February 11 (18)	<u>Caravan</u> to Cap'n Billy's or Cap'n John's - Feast
March 18	General Membership Meeting and St. Patrick's Day Party
April 8 (or 15)	Cherry Blossom Cruise to D.C.
April 22	USCG CME/Fire Extinguisher Training/Line Handling/Tug Tour/Dock Picnic
May 6	Flag Raising Ceremony with Overnight to Mattawoman
May 14	Mother's Day - Do your own thing
May 27-29	Memorial Day - Three-day Cruise to Cobb Island
June 3-4	D. C.'s Riverfest
June 9/10/11	Alexandria Waterfront Festival
June 10	Occoquan Blessing of the Fleet
June 18	Father's Day - Do your own thing
July 1	Fourth-of-July Dock Party - Cruise on your own
July 22-30	OYC Week-long Cruise - Potomac River
July 22-30	OYC Week-long Cruise - Chesapeake Bay
August ???	Cruise to Colonial Beach
Sept. 2-4	Labor Day Cruise to Dennis Point
Sept. 16	"Predicted Log" Race and Dock Party
Sept. 30	Shrimp Feast/Bon Fire - The Dunes
Oct. 7	General Membership Meeting/Elections
Oct. 13	Caravan to Annapolis Power Boat Show
Oct. 21-22	Foliage Cruise and Raft-Up at ???
Oct. 28	Chili Cookoff
Oct. 29	Cruise for Crabs - Hitch a Ride
Nov. 11-12	Veteran's Day Hardy Soul Cruise to Alexandria
Dec. 2	Santa to Occoquan
Dec. 2	Christmas Party/Change-of-Command Banquet

This schedule is provided for your planning purposes. Details of each function are usually provided in the Daymarker prior to the function.



## PROSE FOR TENTATIVE SCHEDULE

Mer Piper

This article is devoted to the tentative schedule found elsewhere in the Daymarker. First, a tad of OYC history. We were formed in April 1984 by some very wise people who wanted to promote the camaraderie of boating including safety in boating and training and learning - all with fun as the keyword. Since August 1984 we have grown to over 200 members, but some of the "original OYCers" have seemed to promote and do what "they" have wanted to do. This is good because the original intent of camaraderie of boating has definitely been displayed.

However, as we have grown in membership, we have people absolutely NEW to the concept of boating, people who are absolutely NEW to being a member of a "Yacht Club" in Woodbridge (don't laugh), and people who are absolutely NEW to being a member of a group of people who are so diversified in backgrounds that all of a sudden you find yourself being a friend of an OYCer and you don't "know" anything about him/her/them.

Thus, this article is primarily devoted to our new boaters and to our new members. The Flag Raising in May is the "official" start of the OYC 1989 boating season. This will be the sixth Flag Raising of the OYC. Before I get any further into May on the schedule, I will back up.

Also, before I get ahead of myself, you might be interested to know that only 10 questionnaires were returned. Although disappointed with the few responses, what we were told has helped in working up the tentative schedule. One OYCer wants to go to Norfolk and one other wants to go south to N.C. or north to N.J. Judging from the tally of the returned questionnaires and comments made to me personally, trips of that length/magnitude are a bit more strenuous than what the majority want, at least for this year.

We will have a meeting on Saturday, **January 14** at the Harbour Inn from 4:00p.m. until 6:00p.m. to review the tentative 1989 Schedule. This is the time for your personal input to the year's activities, and hopefully you will sign up to lead a function or assist with one.

We are considering a caravan to the Cap't Billy's (Robertson's) or to Cap'n John's at Cobb Island for a feast in **February** - crabs if they are still good or maybe shrimp. This added function is to help rid us of the mid-winter blahs and to gear us up for the upcoming boating season.

**March** sees a General Membership Meeting/St. Patrick's Day Party - this is an occasion to have a party as well as having a General Membership Meeting. Proposed By-Law changes will appear in the February Daymarker.

**April** sees a couple of functions - as many of you told me you have not been North on the Potomac because you weren't familiar with the waters—the "Cherry Blossom Cruise" gives you the opportunity to cruise to D.C. with an occasion to "do the River North" with friends who will help you if you have a problem or just the camaraderie of going and being with friends. The second function is dock/land oriented. It will be a full day of "fun at the boat" IF you want it to be. "CME" is jargon for the Coast Guard Auxiliary Courtesy Marine Examination. CME will take place all day, but more importantly is the fire extinguisher training exercise.

Our local Fire Department (O.W.L.) will be contacted and will come to OHM, give a short talk about fire extinguishers, then actually have a fire under controlled conditions which each of us will have an opportunity to use our fire extinguisher(s) to learn how to actually put out a real fire.

Also during the day, there will be line handling demonstrations to show us **how to:** cleat properly, snub, tie a round turn and two half hitches, maybe a bowline, toss a line, etc.

We are hoping to be able to take a tour of one of the tugs docked at the Virginia Concrete Plant downriver from OHM. To top off the day, we are scheduling a dock party with hot dogs/hamburgers and beer. Since it is unlikely that we will be able to have the fire extinguishers recharged by that evening, a cruise will not be planned since we don't want boaters to venture out without proper fire equipment.

**MAY** is the "official" start of OYC's season, and the sixth Flag Raising will be held at OHM with an overnight cruise and raft up on the Mattawoman. For those who can't get to the Mattawoman or who don't want to go to the Mattawoman, there is no reason why a separate raft up can't be planned elsewhere. Keep in mind, though, that protection from the elements may be a necessary consideration.

May also has Mother's Day - you're on your own. In the past there has been an overnight/raft with a Sunday run to Robertson's. This may be the first "impromptu" event of the year.

May also gives us our first three-day weekend. Tentatively, we have scheduled the trip to be to Cobb Island area for a weekend of gunkholing and learning your boat and that part of the River.

**JUNE** looks like another full month of activity. PRYCA's D.C. RIVERFEST is tentatively planned for either June 3/4 or 10/11; however, since Alexandria's Waterfront Festival is June 9/10/11, I can only presume that PRYCA's Riverfest will be June 3/4. We are scheduling OYC's Blessing of the Fleet for June 10, after which a run up to Alexandria should be comfortable for the majority participating.

**JULY** sees the 4th on a Tuesday this year; so, we have scheduled a Fourth-of-July Dock Party at OHM on the 1st, which still allows an opportunity to go out and raft somewhere for the weekend, or if you are so inclined and can schedule a four-day weekend a cruise may be in order.

Traditionally, the OYC has their week-long cruise toward the end of July. This year it has been suggested that we have two week-long cruises - one on the Potomac and one on the Bay. There are plenty of places on the Potomac to schedule a nice, comfortable week's trip - it is hoped that we can get a feel for what the membership wants for this trip during the January 14 meeting. As for the Bay week-long cruise, it has been suggested that it be a little more relaxing than in the past with a couple of days at St. Michaels, a day or two at Solomons, and/or a day or two at Vera's on St. Leonard's off the Patuxent. Again, we will be looking for input from the membership on January 14.

**AUGUST** - HOT ! A weekend cruise and raft up has been suggested to Colonial Beach.

**SEPTEMBER** brings another three-day weekend, and a return trip to Dennis Point has been suggested since it was such a neat weekend last year. And by September, hopefully more members will be comfortable with the River and will be

eager to go.

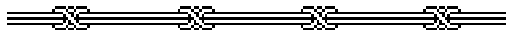
In OYC's beginning, traditionally we held a Sailing Regatta/Power Predicted Log Race/Dock Party in mid-September. Since we are no longer the Sailing group that we used to be, we will not be hosting the Regatta this year. The traditional Predicted Log Race has been augmented somewhat and although not well attended last year, it is felt that we should give it another try this year. This is not a "race" per se, but more of a "how well do you know your boat and surrounding conditions" competition. The competition will be followed by a dock party at OHM.

In 1988, a function "happened" which has been recommended to be continued - the Shrimp Feast/Bon Fire at the Dunes on the Mattawoman.

**OCTOBER** is our annual Election and General Membership Meeting, and the caravan to the Annapolis Power Boat Show. This year we are planning a foliage cruise with a raft up during October when the leaves are at their peak. October also sees our annual chili cook-off at the docks, and that is usually followed by a next-day "cruise for crabs" to Robertson's as sort of a final fling.

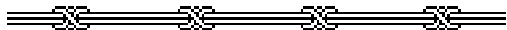
**NOVEMBER** is the start of winterizing; however, since the Hardy Soul Cruise to Alexandria was such a hit, it was recommended it be scheduled again for Veteran's Day.

**DECEMBER** is the time we take Santa to Occoquan by flotilla and cap off the year with the Christmas Party and Change-of-Command Banquet.



### Apology!

The December issue of the Daymarker contained an article entitled "Just for New Boaters". That article was "filched" from the October issue of Chesapeake Bay Magazine, the "Bay Scene" section. Credit to Bay Magazine was inadvertently omitted, and for this we apologize. For those of you who may not know it, the Editorial Staff of Bay Magazine receives copies of our Daymarker, and they peruse them for information to include in their publication under the "Boat Club News". Once our 1989 schedule is finalized, Bay Magazine will receive a short narrative about our yearly activities so they can extract as they see fit for inclusion in their publication. Again, apologies to Bay Magazine, and a thank you for your efforts on behalf of Occoquan Yacht Club.



Responding to several requests, Harbour Inn has added a couple of new features. The first is live entertainment in the Quarterdeck Lounge (this does not mean that Ben the DJ isn't alive). Tuesday, Wednesday,

and Thursday evenings from 6:00p.m. until 11:00p.m. electronic keyboards are played by Effie and from 7:00-11:00 each evening he is joined by vocalist, Mary Ann Redmond. On

Fridays, Effie plays for three hours in the early evening, followed by Ben the DJ from 9:30 to closing. In addition to having complimentary hors d'oeuvres, you can dance, or just listen and enjoy.

The second feature is their credit application (found as an insert with the Daymarker for your convenience). When you fill out the credit application and return it to Harbour Inn, you will then be able to make purchases from the restaurant, the lounge, or carry-out orders by signing the bill and using your Personal Identification Number (PIN) and not have to worry about always having your wallet with you. Although not restricted to boaters, this will be convenient for many of the boaters at OHM as well as those who visit OHM and the restaurant.



Your boat is always referred to as "she", but have you ever wondered just how many parts are named after parts of the human body? In last month's Daymarker someone was wondering about the origin of the term "head". So for this month, let's call this column "Your boat from head to toe". The following are valid nautical definitions:

**Arm:** The end of a yard or a boom (spars to which sails are attached). Also, those parts of an anchor which actually dig into the ground.

**Arse:** The space between the sheave (pulley) and the shell (case) of a block, opposite the end through which the line runs.

**Back or Backbone:** (1) Another term for awning rope, the rope which supports an awning. (2) The main fore-and-aft lower structural members of the hull or keel.

**Bald-headed:** A vessel with no sails above the mainsails, either because they are not being used, or because there is no provision for any in the design.

**Bone:** The term for the white foam formed in front of a vessel as she moves through the water. A ship moving at speed and producing a considerable amount of foam is said to have a bone in her teeth.

**Bottom:** Hardly needs definition. In the sense of referring to ships, it was seen in the 13th century and came from the Anglo-Saxon word *botm*. Also, the ground under the water on which a vessel is floating.

**Breast:** (1) A verb, implying abeam; i.e., to breast-off is fend off or push away, and to breast-in is the reverse. (2) As a noun, a mooring line leading approximately abeam.

**Brow:** A light-weight gangplank. Its direct origin is believed to be Danish or Swedish, both *bro*, bridge. The correct nautical term for the gangway which conducts passengers and crew from ship to shore when the ship is docked.

**Buttock:** The rounded part of a ship's stern, an old term.

It came from the Middle English *buttok*. Whether this word applied to ships or to anatomy is uncertain - it could be both.

**Buttocks:** are components in the design of any hull, lines of vertical longitudinal planes passing through the hull. The term appears to have come from buttock line, the lines of a craft's afterbody.

**Cheeks:** (1) Supports for the trestletrees on a sailing ship's mast. (2) The sides of a block. The origin, in the nautical sense, for both, is uncertain. The word came from Old English, *ceace*, cheek, and could have these meanings.

**Eye:** A closed loop made in a rope or line, sometimes around a metal thimble. In the early days of sailing, the lines which supported the masts were connected to the masts by having an eye made in the end of them looped over the top of the masts.

**Eyebeam:** A metal ridge, usually curved and earlier of wood, over an air port, to shed water.

**Eyes:** The extreme bow. Its origin is uncertain; it could refer to the eyes on the dragonheads usually seen on the bows of Viking ships of the 10th to 12th centuries, or to the eyes on later figureheads, or to the "eye of the wind".

**Foot:** The lower edge of any sail, whether triangular or square, and whether fore-and-aft or square-rigged.

**Forefoot:** The part of the hull where the stem joins the keel. The word comes from Middle English, *forfot*, of the same meaning.

**Hand:** A name for a member of a ship's crew, as in the order "all hands!" meaning that all crew members are required. The use of the singular is thought to derive from the fact that a sailor always needs one hand for himself, and consequently has only one hand for the ship.

**Head:** The topmost or forward-most part of a vessel or of a component such as the stem, masthead, beakhead, rudder-head, and, later, the uppermost part or side of a sail. The origin of the word in these meanings is debatable; it probably comes from the Middle English suffix, *hede*, which goes back to Old English, *heden*, head.

**Head, The:** Earlier, the crew's latrine, now generally all the shipboard "facilities". The crew was traditionally quartered in the forecabin, immediately forward of which was the beakhead, on which the latrines were located, conveniently overhanging the water. (At times they were well washed down!) It is not known when the contraction to the word head became common.

**Heart:** A wooden block, often triangular or heart-shaped, with a hole in the middle. The heart is used as a connection between a stay and the deck. Stays are the lines that support a mast frontwards and backwards, and which are connected to a heart by being fastened in a groove around its edge. Another line passes through the hole in the center of the heart and goes to the deck.

**Heel:** (1) That part of the bottom of a vessel where the keel meets the sternpost. (2) The lower end of a mast or spar. (3) For a vessel or boat to lean over from the force of the wind. The origin is the Anglo-Saxon word *hieldan*, of this same meaning.

**Heel Knee:** A piece of wood strengthening the heel of a wooden ship's framework. The heel is the junction of the sternpost and the keel - the hindmost and bottom-most members, respectively.

**Knee:** An angular strengthening and supporting timber in a wooden craft which supports the beams that run from side to side and which support the deck. Also the name for certain angular members in an iron or steel ship. The term goes back to Old Saxon, *knie*, knee, but when it took on a shipbuilding connotation is uncertain - it could have been the 12th century or earlier.

**Noggin:** A tub, usually made from an old keg or cask; also a drinking mug. The word probable came from Gaelic.

**Rib:** Another name for one of the frames of a ship. The ribs are, in fact, very much like the ribs of a human skeleton, and issue from the keel or backbone of the ship to curve outwards and upwards to form the sides.

**Toe (Rail):** A low rail or bulwark at the edge of the deck intended to keep your foot from slipping off the edge.

**Toe (Rope):** A line to hook your toes under when hiking out on a sailboat in an attempt to offset the heel.

**Throat:** The forwardmost upper corner of a gaff sail, and the forward end of its gaff. The word came from Anglo-Saxon, *protu*, throat in the sense of anything narrow. Also, the jaws at the end of a spar which butts up against a mast, and which holds the spar to the mast.

**Thumb (Clea):** A single-armed cleat, a small fitting fixed at various places on a ship to which lines may be secured. Cleats are usually two-armed and have the line twisted around them in a figure-of-eight. Thumb cleats are used to hook loops over.

**Waist:** The center, or 'midship section of a ship, twixt bow and stern areas. The origin of the term is Old English, *veast*, and from it came the Middle English *wast*, both of the same meaning.

**Whiskers:** (also Whisker Booms and Shrouds) Lateral bracing to the bowsprit and jibboom of a sailing craft. One guess is that it was a nickname, from the similarity to dogs' and cats' whiskers.

Since this is a family publication, there are a few more definitions that I have left out, but they are certainly descriptive!



On Tuesday, December 13, "my" geese flew over honking their goodbyes. Now we get to look forward to their return in the spring. If all of the babies bring their babies, I'll have to count on the restaurant's

left-over muffins to help supplement their meals.

The group of five ducks visit frequently, although they don't have a schedule. There is still one which is extremely vocal and makes no bones about letting us know she's alongside.

With cold weather and a couple of days of ice on the river, we have enjoyed watching the great blue herons drift by on the floes, and usually perched on just one leg. We wonder Could not determine where he actually went, but conjecture has it that he/she may be creating a new home since the marina expansion might be disrupting the current home-stead.



## Marine Telephone Calls

John Piper

Have you ever placed a marine telephone call over your VHF radio? It's really quite easy, but there are some things to be aware of. In the lower Potomac, just monitor Channel 26 on a busy Saturday night and listen to all of the chatter. It's just like listening to a party line except you don't have to hold your hand over the mike. In the DC area, it's Channel 28, but we don't have real reliable reception on the Occoquan.

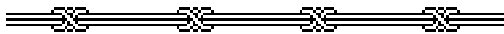
If you want to place a call, just call for the "Marine Operator" on Channel 26 and wait for her to respond. She will ask for the number to be called and for information as to how the call is to be billed. When all is ready, you will hear the ringing sound of a telephone on your VHF radio until it is answered. From then on, you can converse just as if you were using an actual telephone.

Just remember that your VHF radio cannot send and receive at the same time like a telephone. Thus, you may want to caution the called party that you cannot hear him while you are talking. Or you can use the traditional "over" when you are through. Please do remember that this is a party line and that there are others listening. I overheard one conversation in which a boat driver revealed his home address, his home telephone number and his American Express charge number!

To simplify the billing and to avoid giving out sensitive information over the radio, you should get a "Marine Identification Number" from the telephone company. This MIN number is free and identifies to the phone company all of the information they need to complete the call. The marine billing is handled by the C&P Telephone Company - Business Office: (703) 876-7000. In my case, the charges are placed against my home phone which is in another phone company jurisdiction (CONTEL). To cover this, C&P established a "dummy" account number within C&P. When I place a call, I just give the operator my MIN and the charges are placed against this dummy account in C&P which in turn are transferred to my CONTEL phone bill.

When you get your MIN be sure and also get the dummy account number. C&P cannot find my account under the MIN, call sign, boat name or home telephone number, only under the dummy account number. I found this out the hard way when I wanted to change the name of my boat.

It's really quite convenient and the charges are only a couple of bucks a call which is a lot cheaper than a cellular phone. Why not call C&P and get a MIN? You never know when you may need it.



## Editing the Daymarker

For those of you who may be planning to submit an article for inclusion in the Daymarker, we have found the following Rules to be most helpful. If you follow these faithfully, there will be little if any editing of your article required.

## William Safire's Rules for Writers:

Remember to never split an infinitive. The passive voice should never be used. Do not put statements in the negative form. Verbs have to agree with their subjects. Proofread carefully to see if you words out. If you reread your work, you can find on rereading a great deal of repetition can be avoided by rereading and editing. A writer must not shift your point of view. And don't start a sentence with a conjunction. (Remember, too, a preposition is a terrible word to end a sentence with.) Don't overuse exclamation marks!! Place pronouns as close as possible, especially in long sentences, as of 10 or more words, to their antecedents. Writing carefully, dangling participles must be avoided. If any word is improper at the end of a sentence, a linking verb is. Take the bull by the hand and avoid mixing metaphors. Avoid trendy locutions that sound flaky. Everyone should be careful to use a singular pronoun with singular nouns in their writing. Always pick on the correct idiom. The adverb always follows the verb. Last but not least, avoid cliches like the plague; seek viable alternatives.



For this month, more fascinating and in-depth information from our resident know-it-all. If you have any questions, feel free to write Harry, c/o the Daymarker, P.O. Box 469, Occoquan, VA 22125.

*Dear Harry - What did the uniform represent that Ron Tilmon was wearing at the Change-of-Command Banquet/Christmas Party and what were the medals for? A.N.*

Since Ron was the outgoing Commodore at that banquet, we can assume that the uniform was that of a Commodore, or at least the outgoing Commodore. Since I have never seen an outgoing Commodore's uniform, this is an assumption on my part. However, the boat shoes that he was wearing as a part of the uniform tend to confirm this. As you know, a yacht club is patterned after a formal military naval organization. Ron was wearing the yacht club equivalent of a "Dress Mess" jacket which is self contradictory.

As to the medals, you may have noticed that they were of the miniature or small variety. This means that they were small or miniature awards. I would guess that one was for finding Mattowoman Creek without a chart, while another one would be for finding Occoquan Creek after several mimosas, again without a chart. As to the others, we will have to guess, although I am sure that none of them were for good conduct. Leave it to Ron to set an example for the rest of us to follow.

*Dear Harry - The fire safety course scheduled for this spring sounds exciting. My only question is whose boat are we going to set on fire? I want to attend the course but I don't want to volunteer my boat. J.W.*



Now here is a classic example of misunderstanding and misinformation. When the OYC sponsored the fire safety course two and a half years ago, the volunteer firemen started a controlled fire in a big bucket. To the casual observer that big old bucket probably looked like your boat and the wrong conclusion was drawn. Rest assured that we will not set your boat on fire since the firemen bring their own bucket.

*Dear Harry - Most of the boat names I have been able to figure out except for that big one on the end of A-Dock. That is until now. Last weekend I was in the marina head and discovered that the fixtures were "Chateau Moen." Is it appropriate to name your boat after bathroom fixtures? F.I.O.*

As you should realize, many boat names reflect the owner's name or occupation. Consider Ned Rhodes new boat, the **Bumpy Rhodes**, a clever play on his name. With respect to the **Dunmoen**, I noticed that the owner (who is a very intelligent and knowledgeable gentleman by the way) has a bumper sticker on his car that says "Support Your Local Piper". From this it seems obvious that the owner is a plumber and thus, the name is appropriate for his profession.

As for your reference to "bathroom fixtures" have you ever been to Fawcetts in Annapolis? A truly fine marine store.

*Dear Harry - Why is potable antifreeze pink and non-potable antifreeze green? C.B.*

This is a safety reminder from the manufacturer. If you drink the potable antifreeze, your face will turn pink. If you drink the non-potable antifreeze, your face will turn green. There is absolutely no truth to the story that these solutions were colored in keeping with the Christmas season at which time most people are busy winterizing their boats.



At least one OYChousehold declared Thanksgiving Day comments off the record for the Daymarker. It's interesting to note that "off the record" continued throughout the entire weekend. Don't ask Mer about the dressing. Ned R.

Why did Mer have a large bottle of glue with her at the Change-of-Command Banquet? Did she know ahead of time that Ron would drop the Bent Prop Award?

At the Christmas Party, who was heard to say "I want my boat back" after she received a gift that matched her former boat? Jean T.

With everyone all dressed up, including some of the men in tuxedos at the Christmas Party, several people were overheard saying "Gee, I don't recognize these people with clothes on".

Saw on the news the other day that November was a good month for retailers in our area. Could this have been due to Mary Jo's shopping spree during the Hardy Souls Trip to Alexandria?

Who received **another** live Christmas tree from his daughter? John P. (it's still "kids, bah humbug - she'll get a case of bilge cleaner for her birthday".)

What famous OYC person remarked "There is nothing like a good breakfast when you are all fouled up"? (The language has been changed to protect the guilty) Ron T.

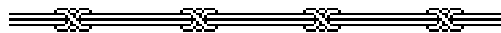
Did anyone else catch the coffee juggling act the day after the Christmas Party. A full cup of coffee was juggled, bounced and then dropped upside down on the dock. Nothing was spilled due to the fact that the cup landed upside down on its cover. Aaron M.

Rumor has it that a few of the party attendees were well enough along so that they thought someone was actually pushing a cigarette through a quarter! Right Ed C?

What captain was embarrassed when three women on his bow were waving and calling over to the **Big Fisherman** about the catch of the day? These same women were giving free butt shines to interested boaters. Ned R., Nancy L., Ginny K., Terri P.

Did you notice the safety officer demonstrating improper fueling techniques with his lighted cigarette? This was after yelling that he had just the thing we needed, which was long and flexible. The funnel came in handy when it was finally produced. Dennis M.

Watch it around the docks as it appears that sitting on the dock can lead to splinters in the pants. Film at 11. Jean T.



### Classified Ads

*Eva Maria 28' 1982 CC, DOC, VHF, DF, Battery Charger, Full Canvas, well maintained. Moored at Gankplank in DC. Call Eva Nanni at (703) 670-4633.*

**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 auxiliary fuel pump, brand new barrier coat on hull. Excellent condition. Low hours. Call Rich Ellis at 690-6186.

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**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.