

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

The Daymarker

February 1992 Vol. IX Issue 2

Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979

Commodore
David Yarnell
703-491-3797

Vice Commodore
Tom Coldwell
703-323-1675

Rear Commodore
Garland Dobbins
703-221-4643

Secretary
Monica Storz
703-451-3494

Treasurer
Allen Herskowitz
703-860-2043

Coming Events

February 8

Atlantic City Winter Event. Cruise Coordinator, Garland Dobbins

March 14

General Membership Meeting and St. Patrick's Day Party. Fairfax YC.

April 4

Sizzling Breakfast and Inter/Intra Yacht Club Boat Gear Swap Meet.

May 2

Flag raising and Dock Party at OHM. Optional overnight to Mattawoman.

Commodore's Comments

David Yarnell

Greetings fellow OYCers, fellow Yacht Clubs and distinguished board members of the PRYCA.

Having said that, I would like to take this opportunity to congratulate our own Past Commodore Ned Rhodes for his upcoming reinduction to the Board of the Potomac River Yacht Clubs Association. Ned was installed as Rear Commodore for a second term this past January 25th. Ned has been very active in the PRYCA, serving as Rear Commodore and Editor of the PRYCA Newsletter for the 1991 season. Congratulations from all of us in the OYC Ned!

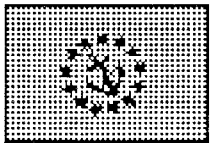
Much of this article is being written from the Washington Boat Show and I can proudly announce that "all is well on the front." I've been coming and going all week and I haven't been shot at yet. The show enjoyed a very strong weekend attendance record and seeing the homeless should make us very grateful for the affluent watersport we all enjoy. It really makes me grateful for my boat and for the first time in a long time, I am not "biting at the bit" for a bigger boat! A good

friend of mine put it very nicely by saying "the secret to having everything you want in life is to truly want everything you have!" Simple, isn't it?

The 1992 Planfest was held at Harbour Inn and was very well attended by enthusiastic OYCers, raring to get the Season underway. We had a very productive session with finger food, cash bar and a lot of information being covered in an afternoon. Fleet Captains were inducted (I didn't say drafted) and several members signed on as Cruise Coordinators and our first volunteer to be a Cruise Coordinator was a brand new member! Thanks for your enthusiasm Tom and Barb Egmore! Then the ever so present Vice Commodore Tom Coldwell gave us a blow-by-blow description of our well orchestrated calendar of events and introduced the guidelines for this season's "Dinghy Raffle" fund raiser. Rear Commodore Garland Dobbins procured Fleet Captain flags for our new Flotillas and the ever lovely Linda Bobbins volunteered to be his Fleet Captain, no that's not right, she is Cruise Coordinator for *Grumpy Bear*. No, that's not right, she's gonna do an overnighter! Monica Storz will be overseeing the distribution and collection of Dinghy Raffle Tickets as well as weekend furlows for FYC Fleet Captain Henry Lovell! Big Al Herskowitz brought his laptop to the podium to tell us we need those membership renewals

and to keep an eye on Monica! As Commodore, my input to this event was limited to delegating and introducing, monitoring the progress of my cold and describing my pet event, the April 4th Sizzling Breakfast and Nautical Swap Meet and Flea Market. See the special flyer in this issue for details.

There is still an opportunity to get inextricably involved in this season's events. We have openings and a need for cruise coordinators for the DC Blessing of the Fleet and Labor Day Weekend to Point Lookout. Look over the schedule and see if you can't make a difference this boating season.



Vice Commodore's Comments

Tom Coldwell

There was a great turnout for **Planfest '92** on January 18 at the Harbour Inn along the teeming shores of the mighty Occoquan. By the time they were finally able to gain entry, local authorities conservatively estimated attendance at between 4 and 5 thousand. Stalwart, flinty-eyed OYC members and their guests braved winds between zero and 100 knots to reach the meeting. Temperatures plummeted to well above freezing. I'm not exaggerating, either.

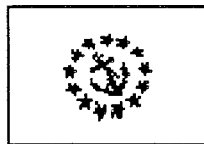
Nothing (with the possible exception of a sale at Ames) could keep the OYC gang from taking part in the 1992 scheduling conference, gabfest and snack-out, knowing, as these 45 sea-savvy mariners did, that this is only the NINTH from the last such gathering to occur in this century! Their devotion was well rewarded by plentiful refreshments, short speeches, an exciting schedule for '92, and word of their excellent chances to win a dinghy and outboard motor all for a lousy two bucks. (Hey, check the particulars in this Daymarker.)

No sign of post-holiday doldrums from this crowd. In a month in which ordinary people are regularly overtaken by crescendos of unstifled yawns, the OYC crew is rarin' to go for boating in '92. How ready? Well, for one, we signed up volunteer coordinators for EIGHT cruise events planned for this year. Splendid, I say.

With some minor tweaking yet to be done, we have a schedule for '92, which appears elsewhere in this Daymarker. I suggest you remove the schedule and post it on your favorite refrigerator so you will always know what's coming up in your Club.

The names and telephone numbers of the cruise coordinators are included in the schedule; the coordinators are already taking names of those interested in each cruise. Of course, it may be too early for you to make a commitment for specific cruise dates, and there still may be some adjustments as to cruise destinations. But if you think you will plan to participate in a given cruise, I suggest you let the indicated cruise coordinator know. Reservation and advance deposit requirements will be published when known.

After "Gambling with Garland" on February 8, our next big event is March 14, the OYC general membership meeting and St. Patrick's Day party at the Fairfax Yacht Club. As a reminder, please write that on your forehead where you can see it. Wait, that's not...



Exec. Rear Commodore Comments

Garland Dobbins

As we sit and read this in the dead of winter, dreaming of boating, a vivid vision of spring comes to mind. Did anyone notice the buds on the trees outside the window at the Harbour Inn at the Planfest? It was a great turnout of members -- those some of us knew and those that are new members. We never have strangers in the club -- only acquaintances we haven't met. It was encouraging to see the new faces of members from other marinas on the River. The company was superb, the drinks delightful and the food was all gone. Those little chicken wings go fast. The conversation was lively and the agenda is quite impressive. The schedule of events is exciting. The more members that attend the planned events the better -- there are always conflicting schedules that prohibit attending all functions, but the more the merrier.

As you probably know, the Club is raffling off a dinghy and motor, so be sure you buy (and sell) your tickets. Remember your in-laws, grandparents, neighbors, bosses and Girl Scouts. Anyone can take a chance on a dinghy and what a perfect way to start boating. To obtain your tickets, get in touch with any Board member.

It just seems we go from one social event to another. That being said, mark you calendar for the St. Patrick's Day party which is scheduled for March 14th at the Fairfax Yacht Club. Bring your favorite beverage and a snack dip to share. The sign-up schedule is out for our first major boating event of the year which is the Memorial Day Cruise. Tom is the cruise coordinator and he can be reached at (703) 256-8442.

Flag raising is in early May. Call a Board member and offer your services in setting up for this festive event.



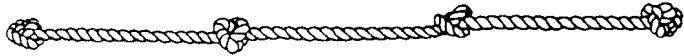
Fleet Captains Installed

Marina Flotillas Take Shape

The newly intituted Marina Flotilla concept within the structure of the OYC has taken shape and the Fleet Captains are to be congratulated for their enthusiasm and participation. The Flotillas and their respective Fleet Captains are as follows:

| | |
|----------------------------|------------------------------------|
| Occoquan Harbour Marina | Gene Delancey (703) 830-3918 |
| Fairfax Yacht Club | Henry Lovell (703) 490-5665 |
| Harbour Point Marina | Jack Jones (703) 830-1296 |
| Prince William Marina | To B. Announced |
| Neabsco Creek/Pilot House | Jerry Funkhouser (703) 670-6931 |
| Aquia Creek/Willow Landing | Bert Bennett (703) 788-4282 |
| Potomac River South | Guy Ferrante (703) 644-0515 |
| Potomac River North | Deleted Now |

There you have it, the hit squad of the OYC! These guys spend a lot of time on their boats and on the docks and should serve as a conduit for camaraderie, communication and enthusiasm. They are interested in your participation and concerns about OYC functions, and the '92 Board will make every effort to keep them well informed as to the goings on of the Club. So, give them a call and see how you can be vital to your club!



Travels with Dennis and Joyce

January 1992

After Dennis' work stint in Raleigh, we drove to Illinois for the holidays stopping at the Biltmore Estate to see how the rich and famous live. What we missed in the garden at this time of year was made up by the Christmas decorations -- theme-trimmed trees and poinsettia plants everywhere. I think their florist bill would support our cruising budget for a year.

We returned to the *Joyden* and were underway finally, after a month. This was the longest time off board since we went to France in '86. Wondered if we would remember how to get everything running, dock, anchor; it all came back, just like riding a bicycle.

The 376 miles to go on the Tombigbee River were rather boring, mostly gray chilly days. We were able to stop at marinas near Columbus, MS, and Demopolis, AL, where we saw dozens on white-columned antebellum homes. Demopolis is where exiled followers of Napoleon were sent. They were to start a wine producing area and grow olive trees. Neither one did well in the climate. Soon the colony disbanded and there is very little remaining of French influence.

We are now on the west side of Mobile Bay waiting to put up the mast. A north wind blew out all the water and we haven't been able to get to the hoist.

Drove through the old city of Mobile. The mansions here are the most magnificent so far -- Victorian, sprawling chateaus and what I call New Orleans style with ornate wrought iron fences and balconies. Mobile has been under six flags in her history -- Indian, French, British, Spanish, Confederate and American.

Next day -- she's a sailboat once more. Don't know that we can do much in the Bay. Outside the shipping channel there are an awful lot of 6's and 7's on the chart.

Except for the last two nights which were in the mid 20's, the weather along the coast has been mild enough that some azaleas are blooming. It's great to be where shrimp and crab are fresh caught.

Plan to stay here a few more days, then west along the Mississippi Sound Islands. The beaches should be fairly deserted and just maybe we will have a heat wave and can start our suntans early. Hope plans for a new OYC year are shaping up.

Joyden



The Zebra Mussel CBYCA Chartroom Chatter

The zebra mussel was recently introduced into U.S. fresh waters via ballast water from foreign vessels. The mussel has been described as the marine version of the cockroach. It is destructive, inedible and impossible to eradicate. The mussel is capable of destroying an entire ecosystem. They are enjoying American waters and are spreading faster and growing larger than their cousins in Europe. One reason may be lack of predators.

With the mussels' voracious appetites and prolific reproduction, phytoplankton, which is the main food source for other aquatic animals, is being consumed at an alarming rate. Besides eliminating other aquatic species, the zebra mussel is clogging up and destroying boat motors and other water intake systems.

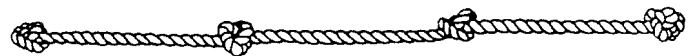
The mussel is in all the Great Lakes, the New York State Barge Canal and will soon be in all the Finger Lakes and possibly the Chesapeake Bay.

What can be done? There are a number of simple solutions. First, make an effort to let your boat hull and trailer dry out for at least three days if you move your boat from one area to another. If you anchor line was used, this should be thoroughly dried as well.

Next, inspect your boat and trailer for the presence of mussels. If you find any, scrape them off and expose them to the sun. In the development state the mussels are about the size of poppy seeds. For those who have rusted trailers -- good luck! If possible, take your boat to a car wash and spray all the parts that were exposed to the water. Ideally, the water should be 140 degrees F. or hotter. Steam is even better.

The most effective preventative technique is to spray a 10% solution of household bleach with water, making sure the spray gets into the centerboard trunk. This solution can also be used in engines and outboard motors, but it would be wise to check with the manufacturer first.

Boat US publication Seaworthy (Jan 1992, Vol. 10, No. 1) reports that zebra mussels are in the Susquehanna River.



Deep-Cycle Battery Capacity and Charging

Lt. Phil Arcuni, The Ensign, October 1991

If you use a deep-cycle battery, you may have noticed it loses capacity as it ages. In other words, it no longer provides the same power for as long as it did when it was new. Common to all batteries, this phenomenon is most noticeable in those used in a manner that significantly depletes the charge before recharging. Although this is a natural part of the aging process, the effect can be brought on early by improper care.

Can existing capacity be determined? Yes.

Can reduced capacity be increased? Maybe.

Can reduced capacity be prevented? Yes.

A battery's capacity, specified in amp-hours, is a measure of the number of hours it will provide useful power at a certain current before it's effectively dead and needs recharging. In addition to "reserve capacity," capacities of deep-cycle batteries are typically specified at the 20-hour rate, that is, 20 hours multiplied by the current that depletes the battery when applied for 20 hours. For example, a battery that gives five amps for 20 hours before the voltage falls to 10.5 volts has a 100 AH rating. At a discharge rate greater than five amps, it won't provide the full 100 AH.

To determine the capacity, apply a full load (lights are good to use) of approximately five percent of the stated battery rating and monitor the battery voltage to determine when it falls to 10.5 volts. If the battery has its full capacity, this process will take 20 hours. If the 10.5 volts are reached sooner, the capacity is less, either because the battery was overrated in the first place or it has lost capacity.

In this case, actual 20-hour capacity can be determined using this table:

| <u>Hours</u> | <u>Capacity</u> |
|--------------|-----------------|
| 20 | 100% |
| 10 | 89% |
| 5 | 78% |
| 3 | 66% |
| 1 | 45% |

Multiply the test current by the hours, and divide by the percent for that number of hours. For example, if a five-amp test goes for 10 hours: $5 \times 10 / .89 = 56$ amp hours.

If your capacity test proves disappointing and the battery isn't too old, you can probably improve the capacity using proper charging techniques. The now-dead battery should be hard-charged at 25 to 40 percent of its capacity until it begins to gas vigorously, about 14.5 volts. This provides about a 75 percent charge. The charging rate must be reduced at this point to avoid boiling the battery dry.

A charging rate of 10 percent of the rated capacity will increase the charge to approximately 85 percent. Again, the charge rate must be slowed, this time to about four percent until it won't go any higher. In three to four hours, the voltage of a good battery will rise to about 16 volts.

If yours won't go that high, you should terminate the charging anyway to avoid possible damage, and you'll have to live with the reduced capacity. Obviously, you should check the electrolyte level before the capacity test and both before and after the charging cycle. Also, turn off most equipment while the voltage is over 14.5 volts. At this point, another capacity test should show increased capacity, especially if the battery reached a high voltage during the final portion of the charge cycle.

The long, slow charge has become popular because it's a more forgiving one, providing a cushion against the possibility of the user forgetting his charging battery and cooking out all the electrolyte. This philosophy has been carried over to the usual marine battery charger. Although it may be advertised as a 40-amp charger, it puts out that much for only a few minutes into a dead battery. The charge is then drastically reduced to a near trickle, and a complete charge takes hours

and days to complete.

Your alternator won't do the job either because of a similar design but for a different reason. It has been adapted from automobile equipment, which is designed to carry the car's electrical load and float the battery at about 14.2 volts.

By the way, 14.2 is too high a voltage for a long-term float, which should be down to around 13.0 volts. High-float voltages tend to boil off the electrolyte and shorten battery life.

So, what equipment do you use to accomplish the specified charging schedule? The least expensive choice is adding a manual regulator to the engine-driven alternator. With this device, you can set the charging current exactly, reducing it appropriately to maintain the desired schedule.

Obviously, you also need an ammeter and an accurate voltmeter. You must exercise caution to assure that the charge isn't carried too long, which can cause battery overheating and severe, perhaps violent, damage. Although automatic shut-off devices are available, you should monitor the process periodically.

The usual automotive alternator isn't designed to be used at a high percentage of its capacity for extended periods. Although good results have been achieved with loads remaining below 65 percent of alternator rating, alternator failure is still possible. Available high-capacity alternators can put out 100 amps or more forever, even when they're hot.

There are few battery chargers with the required capability. The only recourse is to charge to 85 percent with a manually regulated alternator, then complete charging with the shore-powered battery charger.

Here are a few guidelines for keeping your deep-cycle batteries in good health:

1) Don't connect batteries in parallel. Doing so accelerates the aging process, and the good battery will be dragged down if one goes bad. Use larger batteries and a battery switch; if those turn out to be gut-busting monsters, use two banks of six-volt batteries in a series.

2) Begin recharging when the battery is 50 percent discharged (about 12.2 volts at rest, after 24 hours of no load, no charge). Use a charging rate of about 25 percent capacity until vigorous gassing occurs (about 14.4 to 14.6 volts). This achieves about a 75 percent charge.

3) Switch to a 10 percent rate until gassing occurs again (about an 85 percent charge). If minimum charging time is a requirement, charging to a higher level isn't practical because it must be done so slowly. Once a month, follow the full charge method described here.

4) If long engine run time is available, use the alternator to complete the charge. If shore power is available, just turn on the charger. With most chargers, it's better to turn off the charger after achieving full charge, and then turn it on for a few hours once a week or so.

5) Monitor the electrolyte level often, until you know your batteries' water consumption rates on this more aggressive charging schedule. Then, monitor your electrolyte level regularly.

Using these guidelines will prolong the life of your deep-cycle battery, maintain its capacity, reduce charging time and give you peace of mind. A few available devices do all this automatically, and many say their relatively high cost is

worthwhile. But if you use manual procedures, be sure you understand what you're doing and carefully monitor the charging process.

Mariners Information

CBYCA Chartroom Chatter

Did you know that you can obtain "Special Notice to Mariners" and/or "Local Notice to Mariners" by requesting same from Commander, 5th District, 431 Crawford Street, Portsmouth, VA, 23704. It is free and the "local" notice has information on local activities, Coast Guard services, special race arrangements and vital boating information. The "special" edition is an annual booklet with lots of information.

Bits and Pieces

CBYCA Chartroom Chatter

USA Today reported in the December 12th issue that the State of Maryland has raised \$3 million for Chesapeake Bay clean-up through the sale of 300,000 commemorative license plates.

The Potomac River is over 400 miles from headwaters to the Chesapeake Bay at Point Lookout, MD (or Smith Point

VA, if you prefer). Only about 100 miles from the Bay to Great Falls near Washington, DC are navigable by large ships.

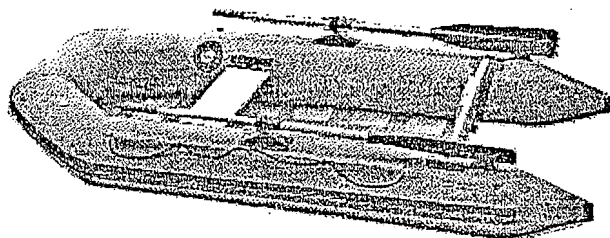
Fort Myer in Arlington, VA, is named in honor of General Albert J. Myer. It was General Myer who invented the communications system using semaphore flags.

Fort Washington Marina

CBYCA Chartroom Chatter

The Maryland Department of Natural Resources (DNR) has leased Ft. Washington Marina to a private operator. Criticized by some as competing with private investors, DNR reconstructed Ft. Washington into a modern facility, with docks resembling the Baltimore Inner Harbor Marina. Located on Piscataway Creek a short distance below Washington DC on the east bank of the Potomac River, Ft. Washington will surely become a favored rendezvous for boaters who want access to the tourist attractions of the Nation's Capital but more privacy than can be found near the District. The new operator of Ft. Washington Marina is Mitch Nathanson who operates marinas at Oxford Boat Yard, Town Creek at Solomons Island and Pier 4 in Annapolis. For information or reservations, call (301) 292-0611.

OYC Benefit Raffle Win a Dinghy & Motor

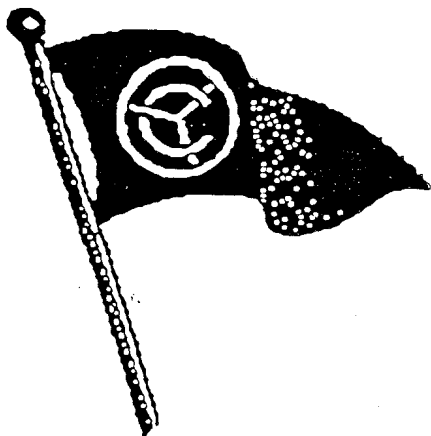


Win this brand new, name-brand 3-person dinghy PLUS a 2-hp motor (not shown). Drawing at the PRYCA Aquia Float-In in July (date to be announced). You need not be present to win.

Tickets \$2 each, 3 for \$5. Sell 9 tickets, receive one ticket free. Prizes awarded to seller of the most tickets and seller of the winning ticket. Tickets available from any board member.

Take a chance on a great prize . . .
. . . and support your Club.

All proceeds to Occoquan Yacht Club.



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THE FIRST ANNUAL
OCCOQUAN YACHT CLUB

SIZZLING BREAKFAST COOKOUT
AND
NAUTICAL SWAP MEET & FLEA MARKET
HARBOUR POINT MARINA PARKING LOT
(Marina next to Hoffmasters)

Saturday, April 4th
Breakfast at 8:30-10:30
\$3.00 all you can eat

Trading and Sales will commence after we eat!

Clean out yer Bilges Matey, and Go thru the Garage to revive those treasures of Nautical Nature and bring 'em to the Swap meet/Flea market to negotiate their destiny with someone who will truly appreciate their worth! Find that special "Nautical Necessity" your collection has been without for so long and talk the owner out of it...tell a few lies...and enjoy the boaterly comradery of those guys who belong to a fellow Yacht Club!

THIS IS AN OPEN HOUSE EVENT AND ALL PRYCA AFFILIATED YACHT CLUBS AND OTHER POTOMAC RIVER YACHT CLUBS ARE INVITED & ENCOURAGED TO PARTICIPATE!

THE PARKING LOT IS BIG SO YOU CAN SETTUP AS A CLUB OR AS AN INDIVIDUAL !
(Used Boat Sales limited to Photos and Dingys Please)

FELLOW CLUBS R.S.V.P. to Dave Yarnell, Commodore, OYC. 703-491-3797

If you are coming by water, call Marina manager, Tom Tokash 703-491-1385

Dave Yarnell

★ Occoquan Yacht Club 1992 Schedule of Events ★

Save this schedule.

Unless otherwise noted, dates listed are Saturdays. Schedule changes will be reported in *The Daymarker*.

FEBRUARY

- 1 Open
- 8 Land Yacht (Bus) Cruise to Atlantic City casino, gambling with Garland. Garland Dobbins, cruise coordinator, (703) 221-4643.
- 15, 22, 29 Open

MARCH

- 7 Open
- 14 General meeting and St. Patrick's Day Bash and early bird cruise sign up at Fairfax Yacht Club. Potluck munchies.
- 21, 28 Open

APRIL

- 4 Sizzling Breakfast Cookout and Inter/Intra Yacht Club Boat Gear Swap Meet at Harbour Pointe Marina.
- 11, 18, 25 Open

MAY

- 2 Flag raising and dock party at OHM, CME inspections, optional overnight rendezvous in Mattawoman Creek
- 9 Mother's Day Weekend (10th) Open
- 17 (Sunday) * PRYCA Blessing of the Fleet and boat parade in Washington Channel. Cruise coordinator needed for this event.
- 23 Memorial Day Weekend cruise to Yeocomico Marina. Tom & Barb Egmore, cruise coordinators, (703) 256-8442
- 30 Open

JUNE

- 6 Alexandria Waterfront Festival. Henry Lovell, cruise coordinator, (703) 490-5986.
- 13 Photo-Afloat Day, OYC photographer gets a great picture of your boat underway.
- 20 Dinghy regatta at Harbour Pointe Marina. Gas and people powered dinghy events, a great way to kick off Father's Day weekend
- 27 Overnight to Ragged Point Marina. Linda Dobbins, cruise coordinator, (703) 221-4643.

JULY

- 4 Independent cruising in Potomac waters for 4th of July fireworks.
- 11 Marina/Slip Swap. Get a new view in one night in a different home marina.
- 18 * PRYCA float-in to Aquia. Raffle drawing for the dinghy and motor. Sandy Leathers, cruise coordinator, (703) 690-0038.
- 25 Water sports at Gunston Cove.

AUGUST

- 1 - 9 August Odyssey to Tidewater/Norfolk. Tom Coldwell, cruise coordinator, (703) 323-1675.
- 8, 15 Open
- 22 Cruise for crabs to Robertson's and overnight at Port Tobacco's Chapel Point (anchored) or Goose Bay Marina (in slips). Pam Delancey, cruise coordinator, (703) 830-3918.
- 29 Open

SEPTEMBER

- 5 Labor Day cruise to Point Lookout Marina. Cruise coordinator needed for this event.
- 12 Open
- 19 Shrimp Feast/Bonfire at the Dunes. Aaron Martin, cruise coordinator, (703) 491-1287.
- 26 Open

OCTOBER

- 3 General Membership Meeting, election of officers.
- 10 Open
- 16 or 17 (Friday or Saturday) Car-avan to the Annapolis Boat Show
- 24 Chili and Dessert Cook-Off/Photo Contest at Harbour Pointe Marina.
- 31 Open

NOVEMBER

- 7 Hardy Souls Cruise to Alexandria. Mary Jo Worcester, cruise coordinator, (703) 494-2383.
- 14, 21, 28 Open

DECEMBER

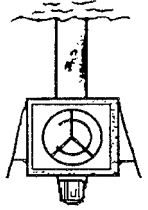
- 5 Santa Cruise and Change of Command Dinner-Dance at CC Company, Occoquan, VA
- 12, 19, 26 Shop 'til you drop.

* Indicates tentative dates

Indicated "Open" dates in season are available for SRUs (Spontaneous Raft Ups).

Address Correction Requested

The Daymarker



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

