

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

The Daymarker

February 1996 Vol. XIV Issue 2

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

JF

Commodore
Tom Egmore
703-256-8442

Vice Commodore
Steve Wexler
703-437-0687

Rear Commodore
Teresa Sorrenti
703-590-6724

Secretary
Walt Cheatham
703-491-3956

Treasurer
Dave Moore
703-494-0651



Commodore's Comments

Tom Egmore

The Planfest was a success! It was a bright and sunny day Saturday, January 20, 1996. The water release from the Occoquan Reservoir was sweeping the last remnants of the ice down river. It was obvious that cabin fever was running high among the OYC Membership. After two weeks of being snowbound under two feet of snow, FIFTY members showed up for the Planfest anxious to get the 1996 boating season started by helping to formulate the Schedule Of Events.

The group did a tremendous job. It looks like we will have great fun this season with an itinerary containing 28 events including 18 cruises. I had no trouble at all recruiting cruise coordinators with plenty of volunteers.

In hopes of getting more new members or members who are not ready for exploring the far reaches of the river or the bay to join us cruising, we have added three new cruises this year. They are the Spring, Summer and Fall cruises. These will be two day (Saturday & Sunday) cruises on the upper Potomac. The Spring Cruise will be to Aquia Bay Marina in June, the Summer Cruise will be to Colonial Beach Yacht Center which is scheduled for August 17/18, and the Fall Cruise is planned for James Creek in Washington, D. C. over the Columbus Day weekend. These three cruises along with eight others make a

total of 11 cruise events to choose from.

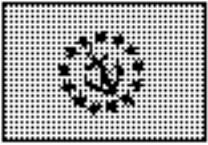
In addition to the local area cruises, we have our traditional major three-day holiday down river cruises, the mid-summer weeklong cruise to the lower bay and all of our favorite land based activities.

In summary, this season's Schedule of Events has something for everybody. I am hoping to see many of you who have not had an opportunity to join us out on the river much in the previous seasons. A quick glance at the sign-up sheets that were posted at the planning meeting indicated most of the events had a lot of interest. For those of you who were not able to attend the meeting, review the schedule, check your calendars and call the Cruise Coordinators to sign up early. Also, note that there are several open weekends. If you think of something that you might want to do that is not listed, let me know or contact your Fleet Captain and we will see if we can't put something together.

"We have added three new cruises this year"

The next event is the Winter Land Cruise that is planned for Phillips Seafood in Washington, DC on February 24th at 3 PM. Look for further information in this issue and call Coordinator Deloris Usher (703-891-2143) for details and sign up.

Congratulations to Aaron Martin for winning \$65 in the Planfest 50/50 drawing!



Vice Commodore's Comments

Steve Wexler

After writing these articles for three years, it's often difficult to dream up new and creative ideas. So I thought that I'd try to review current events and determine if anything going on in the world required further investigation by the members of OYC. I have concluded that the following events all have a common thread:

1. Mayor Marion Barry announces that all residential streets in Washington will be plowed within three days of the storm_ everything's under control!
2. Lisa-Marie Presley says that she married Michael Jackson for love and Yes! Yes! Yes! they have enjoyed sexual relationships.
3. The subpoenaed Rose law firm records just happened to appear on that White House living quarters table in August and the White House staff didn't realize the documents should be turned over.
4. Mike Jordan, Scottie Pippen and Dennis Rodman have led their NBA team to a 33-3 record.

...and the common ingredient is...each story is full of Bull(s)!!

The 1996 Planfest was well attended by the members...and I personally want to thank all of the great volunteers who have agreed (arms twisted) to coordinate the Club's events for the year. One thought for next year...let's tell Ned the wrong date...or alternatively have Arleen convince him that Jess needs personal attention at home. For those of you who weren't there...the quiet Occoquan was flowing like the mighty Mississippi that day..but the warmth and friendship in Gecko's made the winter day less oppressive.

The members agreed to meet for the Winter Land Cruise at Phillip's restaurant on Maine Avenue on February 24th at 3:00 PM. Deloris Usher volunteered to make the necessary arrangements. The Washington Boat Show is February 21-25, so we thought that the Club could make a whole day of boats, food and camaraderie. Because of the short time frame, please call Deloris at home to let her know if you'll be at Phillips.

The General Membership Meeting (St. Patrick's Day Party) in on March 16th at Fairfax Yacht Club. Rick Sorrenti has already made the necessary arrangements so we look forward to seeing you then. It's a potluck dinner that starts at about 6:00 PM.

See everyone at the Boat Show!!!



Exec. Rear Commodore Comments

Teresa Sorrenti

In search of Boats in Merry Old England

In our continued quest to never be away from boats for any stretch of time, we did a little searching when in London. Now, before you think this was (a) an extravagant vacation or (b) one of Rick's infamous business trips, let me assure you that traveling with 170 of the Sumter High School (SC) marching band is neither! It was an interesting way to sightsee, but it did cramp our style a little. For example, we stayed in a hotel two blocks from the Thames, but only on New Year's Eve when we walked to Big Ben were we able to spend any time checking out the boats, and these were mainly touring ones. On one of the bus trips we passed a row of houseboats and Rick jumped, but at low tide they were actually on the bottom, which is an unusual occurrence! The most difficult time was when the bus whizzed by the London Convention Center, where the England Boat Show was being held, but we had no time nor way to get back there—that was true pain for my captain!! Finally, on the last full day, after a tour of the Tower of London (the jewels are so obscene they look fake), we followed a path on the map to St. Katherine's Yacht Club and Marina. We found a nice yachting store, and the owner pointed out where the actual club was located. When we buzzed in (security—take note) and asked what kind of hats or shirts they had, we were met with puzzled looks. She had to ask her boss. They only sold ties. We decided to go home to OYC.



Screw's Views

Scribby Cheatham

Now I haven't used that title and by-line since 1957, and it gives me a real nostalgia rush to see it on this computer screen. Just think how excited I'll be to see it printed and published in the Daymarker! (Sorry my mother isn't still alive and able to have a similar thrill.) (Too bad Susan could care less—and will probably be appalled that I am reverting to my ancient adolescence again.)

You have to admit that the title does raise interest, especially among wild, amorous, adventurous boating people that cavort around in bathing suits all summer. I'm surprised it didn't raise more concern among the Halifax County High School faculty when I used it as title for my bi-weekly commentary as sports editor for the HCHS Star—especially since most of the readers were southern Virginia Southern Baptists (long before I became owner of *Southern Nites*).

You've heard of people that would take anything that isn't screwed down. Well I was prepared in high school to even take things that were screwed down. I was prepared (and a boy scout too) with a screw driver in my pocket at all times. Had a knife too, but they didn't call me Knife Cheatham. Just didn't have the same ring. If they had known about my eventual anchoring, Electric Slide, and secretarial skills they

could have called me Screwed-Up Cheatham, but all they knew at the time was that I was handy to have around when it came time to strip wires and hook up speakers. Handy to have around, when will Susan learn?

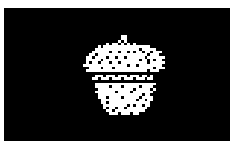
Actually I don't carry a screwdriver any more. I have the smallest Swiss army knife with me—when it's not lost—and the fingernail tool blade can double in a pinch as a small Phillips screw driver. It's just right for those small computer screws. So maybe Knife Cheatham is appropriate these days. I don't tighten speaker wires any more, I just strip them, pull back a lever-like thing, and push the wires in a hole. I didn't get much mail in 1957, but the bills just roll in all the time these days making letter opening my main chore. It sure is neater to use a knife than to rip them like Steve does. I can open your letters for you too if you happen to have some available when I'm around. Actually I do open your mail since, as OYC secretary, I open whatever I find in Box 469 at 22125 for all of you.

Guess I could go into some other nostalgia stuff such as the brand new LP turntable I just bought during Christmas so I can plan my old 33.3 rpm records that have been in the basement for years. Cranked up my George Carlin LP the other night and really wished I had talent at this stream of consciousness stuff. He was good. I've got Jonathan Winters and Bob Newhart and even Brother Dave Garner—bet he was Southern Baptist, bet Rick Sorrenti knows who he is—"Knock on the front door of those Jim Walters houses down south ...and the back door rattles". Which reminds me, did ole blue nose ever sell his boat?

The stream stops here.

Even Susan won't tell you about Scribby.

Sorry!



Treasurer's Comments

Dave Moore

Your treasurer possibly has psychic abilities and predicts a prosperous and fun 1996 for all OYC members. Some strong vibes recently have indicated the following specific predictions for some OYC skippers. If your initials do not appear, it's just that we are on a different psychic wavelength and nothing has come to me yet.

I predict that:

T.C. will learn to walk on water.

A.M. will realize color blindness makes green look red.

H.S. will buy a large boat trailer just in case.

T.E. will carry more space parts.

N.R. will take navigation lessons.

S.W. will buy a new boat.

S.W. will buy an old boat.

S.D. will buy a bigger dinghy.

S.Z. will discover another room on his yacht.

L.B. will sell his boat for double what he paid for it.

J.J. will buy a seaplane.

R.S. will paint racing stripes on his new boat.

R.S. will rediscover Jamestown.

H.L. will have no breakdowns (boat!).

G.W. will buy an extended warranty on his new engine.

L.B. will add a nursery to his boat.

W.C. will anchor his boat in less than one hour (one time).

J.C. will dock stern first twice this year.

J.B. will install a storm detector on his boat.

M.B. will find a shortcut on the ICW.

T.C. will redesign his boat.

S.L. will get more sun this year.

D.J. will take his boat around the world in 2 weeks.

A.H. will install two marine turbo-jet engines to increase speed.

B.F. will increase the size of his existing boat.

E.D. will buy stock in "Plastic Wood, Inc."

B.N. will invent a new kind of spark plug.

J.R. will use his boat in the Whitewater investigation.

F.S. will leave the dock with his boat more often.

S.S. will add playground equipment to his boat.

R.T. will do the weeklong with the highest bidder.

D.Y. will reletter all OYC boats.

R.Z. will set new fuel consumption records.

D.M. will find more time to do more productive things.

HAPPY BOATING IN 1996!!

(I predict NO SNOW in June - September!)

* Treasurer's thought for the month: Be a safer boater this year and know all the rules of the road. Take an evening or two and look over Chapman's. There's more to know than "red, right, return."

Occoquan Yacht Club

Financial Statement

October 1, 1995-January 18, 1995

Beginning Balance (10/1/95) \$1,136.47

Income:

1995 Membership Dues \$ 35.00

1996 Membership Dues

Renewal Family Members 1,750.00

Renewal Indiv. Members 70.00

Renewal Assoc. Members 75.00

New Family Members 150.00

New Individual Members 0.00

New Associate Members 0.00

Club Sales 222.00

Gen. Membership 50/50 (Oct) 48.00

Gen. Membership 50/50 (Mar) 0.00

Clothing/Burgee Raffle 0.00

Holiday Party Raffle 145.00

Planfest 50/50 0.00

Dinghy Regatta Raffle 0.00

Chili Cookoff Raffle 95.00

Holiday Party 2,280.00

OYC Breakfast 0.00

Miscellaneous 160.00

Total Income \$5,030.00

Expenses:

Membership Activities	\$2,895.11
Awards	174.87
Postage	321.55
Printing/Reproduction	215.91
Miscellaneous	0.00
Organizational Expenses	175.00
Clothing/Burgee Inventory	0.00 ²
Bank Service Charges	<u>38.42</u>
Total Expenses	<u>\$3,820.86</u>

Ending Balance \$2,345.61

¹Includes \$250.00 of 1996 Renewal Membership Dues.

²The Club's Clothing/Burgee Inventory includes 20 burgees, 13 shirts and 12 hats.

Majority Have Renewed, Still Some Holdouts

Tom Coldwell, PC
Membership Chairman

The Club's statisticians tell me we are ahead of last year at this time for membership renewals, but we still have some holdouts for '96. Only they know who they are, by the itty bitty note on their Daymarker mailing label. If your label is so marked, we earnestly hope you will renew this month.

The Club depends on a "full bag" of member dues to support, among other things, the monthly mailing of this newsletter. The board had not yet decided at press time, but this could well be your last month to receive the newsletter if we do not receive your renewal by next month's mailing deadline, February 20.

If losing the newsletter doesn't scare you, how about an IRS audit? Just let me pick up the phone and call my ol' buddy Robert ("Snarling Bob") Whipsnade down at the Revenooers' place... Naw, guess that won't work.

Anyway, to help you renew, and we hope you will, this issue conveniently includes your very own membership renewal form. Please fill it out and fill up an envelope with the form and your check (payable to OYC) and mail to OYC, P. O. Box 469, Occoquan, VA 22125.

Note: Renewal notices on mailing labels are based on mail receipts as of 1/20/96. In the event your renewal is already in the mail, we are truly sorry we pushed you around.

Week Long Cruise

Date: Tue, Jan 23, 1996 11:33 AM EST
From: steeler@ncr.disa.mil
X-From: steeler@ncr.disa.mil (Ray Steele)
To: rhodesn@aol.com

January 23, 1996

Fellow OYC Boaters,

The OYC Planfest for 1996 concluded with club members excited about the upcoming boating season. Nineteen members signed up for the Week Long Cruise, which I have agreed to coordinate. The dates are July 27th thru August 4th.

On Monday I immediately contacted the marinas listed in the detailed Float Plan (Coles Point, Club on Fishing Bay, Hampton Yacht Club, York River Yacht Haven and the Yeocomico Marina). We now have accepted reservations at every stop except the Hampton Yacht Club. In November, when Pat and I visited prospective locations, we were given a "can do" attitude at Hampton Yacht Club. When I called yesterday the sheer size of our group gave them pause. I then called City Marina and received similar concerns.

I have not changed my mind on the desirability of visiting Hampton, but I cannot schedule our group to visit a location where according to one manager "you may need to raft up in the river during your stay." I recommend that our members consider this location when traveling in smaller numbers.

I then contacted the Tidewater Yacht Marina, Portsmouth, VA., located on the Elizabeth River at ICW Milepost Zero. They operate 100 transient slips with full accommodations. The ferry to Norfolk departs nearby, with additional water transportation to and from scheduled baseball games. A pool, adjacent to the marina, is available, in addition to rent-a-cars, cable TV, a modest grocery store and a complete range of marine repairs and supplies. A 1000 square foot deck is available for our Happy Hour.

I have taken the liberty of registering our group at this location.

A corrected Float Plan will soon be provided to interested members.

Ray Steele
(w) 703-920-2031
(h) 703-385-8615

Potpourri

Guess!

At the PRYCA Change of Command we learned the Steve Wexler, John Robey and Laslo Bozoky, leave it in and sit. Steve Donock and Ned Rhodes take it out and stand. Depending upon the ambient light, Walt Cheatham does one or the other or both.

At the Planfest, we actually had a Dale Jacobs sighting. He is still alive and married to Rita. He also confirmed that Steve Worcester convinced him to get out of boating after discussing the cost of boating and its effect on retirement planning.

Best line heard at the Planfest was from Aaron Martin: "Next time we go to Dennis Point, I will lead the group in and Ned can lead the group out."

Bill Petrey was miffed at the comment in the last Daymarker that said that "Bill and Terri were faithful supporters of the Club..." and that "...they were real fun lovers." Bill reports that they continue to be faithful supporters of the club and that they are still fun lovers, but that they just do it with less humidity. The Daymarker apologizes and stands corrected.

Report from the Bridge of *The Ecstasy*

Richard Ziegler

On New Years Day, Bronwyn, the kids and myself boarded the M/S *Ecstasy* for a little cruise down to Key West, Cozumel, and Playa Del Carmen. Along the way I decided to tour the Bridge and learn more about our floating home.

The *Ecstasy* is one of the latest in the line of Carnival MegaLiners. Built in 1991 and measuring 855', I figured that we would hardly feel any motion at sea. But with 7-9 foot waves hitting us abeam, even stabilizers and a 115' beam couldn't keep us from rolling enough to grab the handrails conveniently located throughout the ship. The cruise speed of this grand vessel was 21 knots (somewhat faster than M/V *Impulse*), but when I heard the bow slam down on a wave during the early morning hours north of Cuba, the captain slowed our speed. During my bridge tour later that morning, the digital speed read-out indicated the throttles had been pulled back to 15.5 knots. I came to realize that all boats pretty much perform the same no matter what their size once the waves get large enough. With that, I decided to have some fun and compare the *Ecstasy*, its specifications and equipment to the good ship *Dealmaker*. Miami is the hailing port for *Dealmaker* and the home port for *Ecstasy*.

The following should be of some interest to you Navy guys and Rick Sorrenti.

	<i>Ecstasy</i>	<i>Dealmaker</i>
1) Height Of Mast Above Keel	203 ft.	15 ft.
2) Draft	26 ft.	3.5 ft.
3) Built	Helsinki, Fin.	Holland, MI
4) Enclosed Wheelhouse	Yes	Sure
5) 330-Degree Unobstructed View	Yes	Yes
6) Fuel	2,300 Tons	1.25 Tons
7) Water	3,400 Tons	0.4 Tons
8) Daily Fresh Water Production	3,400 Tons	None
9) Maximum Capacity	3,560 Persons	Untested
10) Halon	Yes	Yes
11) Echo Sounder - Krupp Aliass 481	Yes	Fish Finder
12) Rate-of-Turn Indicator	Yes	Visual
13) Maneuvering Recorder - Microline 292 Elite	Yes	Tachometers
14) Main Transmitter - Marconi Oceanlink 800	Yes	No
15) Reserve Transmitter/Receiver - Oceanlink 800	800 Watts	No
16) High Frequency Telephone	800 Watts	Bell Atlantic
17) Radio Telex - Marconi Spector 3	Yes	No
18) Radio Facsimile Receiver - Furano Fax 1000	Yes	No
19) Compass	Yes	Yes
20) Marine Sextant - Plath	Yes	No
21) Gyro Compass - Sperry MK37	Yes	No
22) Direction Finder - Ramanteen G82	Yes	No
23) Radar-Raytheon	96 Miles	24 Miles
24) Doppler Sonar Speed Log - DSN 450	Yes	Knot Meter
25) Loran C	Raytheon	Apelco
26) Engine Alarm Plant	Yes	Yes
27) Satellite Communications Terminal	Yes	No
28) Satellite Navigator (Sat/Nav) - Magnavox MX 1112	Yes	No GPS
29) Autopilot	Yes	No
30) VHF - Sailor RT 146/c 403	Yes	Apelco
31) VHF Direction Finder - Furano ADF Model FD-525	Yes	No
32) EPIRB	Yes	Yes
33) Anemometer (Windmeter)	Yes	No

Yes, I take great notes. As you can see, our boats carry about 50% of the equipment (albeit smaller) of these ocean-going behemoths.

Why is a ship called She?

- BECAUSE** *There is always a great deal of bustle around her*
BECAUSE *she has a waist and stays*
BECAUSE *it takes a lot of paint to keep her looking good*
BECAUSE *it's the upkeep, not the initial expense, that breaks you*
BECAUSE *she is all decked out*
BECAUSE *it takes a good man to handle her*
BECAUSE *she shows her topsides, hides her bottomsides*
AND *when coming into port, she always heads for the buoys.*

credits go to Carnival Cruise Lines.

From Old Friends

Joyce and Dennis Moeller

Ahoy Tom, Tom and the membership et. al.,

It is always fun to read the Daymarker. The stories are a reminder of the good times we had while living at OHM and participating in all the OYC activities, both ashore and afloat.

As usual we dove into the January issue when it arrived here in the jungle. I came up short on page two when Steve mentioned the "Cannon Boom Ceremony." It has been quite a few years since we've heard that little blaster bark. The most work that cannon ever did was on the 4th of July cruise of 1986. The OYC went as a group to the Washington Channel to watch the fireworks. That little blaster was lashed to a forward cleat with her muzzle pointed over the gunnel. We did our best to compete with the display. All we did was clear a wide swath in the anchorage. Great fun!

Then page four; the not so gentle reminder. Don't forget us, the renewal is enclosed.

You will notice that *Joyden* is no longer a sailboat. She is a 19 foot ski boat similar to a V-drive Mastercraft. This fine vessel is a 1960 Triumph with a high performance Ford motor. She tends to look like an old Edsel. When she is all back together, she should run like a Mustang.

We'll be here at Ft. Bragg for another three years. Somehow the new boat, the old cannon and the admirable will all get together again, soon.

An Intracoastal Odyssey, Part II

Herb Saunders

This is the second in a series (?) of articles about AWOL TOO's recent trip down the Intracoastal Waterway (ICW). The first presented a general overview along with some personal observations. This one will focus on no wake zones, which is fitting, as the words "no wake" are spoken constantly throughout the trip. There are some who think that except for the run to Norfolk, Albemarle Sound, Charleston Harbor and a few assorted rivers and land cuts, the ICW is essentially a thousand mile long no wake zone. I am among them.

There are various forms of no wake zones along the way. First, there are the quite legitimate ones marked by an official sign. These are found at all marinas along the waterway, all

bridges, many residential developments at shoreside, manatee zones as one gets farther south, dredging activities, etc., etc. Unofficial no wake signs, relatively easily distinguished from the real ones, are found everywhere in between. They are erected by (1) anyone with a house within two miles of the waterway, (2) anyone who fishes from the shore, (3) anyone who fishes from a boat, (4) anyone who likes to stand on an abandoned dock and look at the water, (5) anyone.

Obviously, there is no choice but to honor the official no wake zones. (I never saw a marine patrol at any point during the trip, but I am assured that they are not normally scarce.) On the other hand, to obey all unofficial signs and all hand and voice signals to slow down is to risk spending the entire winter in South Carolina waters.

Early on, I concluded that beyond the obligatory zones, we would slow for boats tied up in the water at docks (as opposed to those on lifts) and any residential areas on the shoreline where water erosion appeared to be a problem. We also generally slowed for really little boats underway in the channel, heading in either direction. (I'll get to the sailboats later). We did not slow for bass fishermen in the weeds, and there are lots of those.

While the above approach seemed a suitable combination of respect for the rules and good sense, it does not meet the needs of vast numbers of people. The guy fishing from shore and the one standing on a dock (sans boat) are incensed when you ignore their frantic slow down signals, which are promptly replaced by even more frantic international digital signals and the equally ubiquitous arms signal employing one bent elbow. One wonders whether it is the passage that infuriates or the presumed perception of a bunch of fat cats heading south for the winter.

The physical signals are, of course, always accompanied by shouted accusations that the Captain is guilty of what is best described here as mother intimacy. Now I have been called a mother humper from time to time over the years, and I am not easily offended, but I have to think that we were dealing here with Guinness Book of Records proportions. I find it curious too that this particular epithet was hurled so frequently and mercilessly at a man of my obvious maturity. I mean at my stage of life (and with the exception of Jackie), what are the chances that I might hang out with someone who is not somebody's mother, or grandmother for that matter, and maintain a celibate relationship? On the other hand, maybe that's not the point I wanted to make.

In any event, the shouted accusations offer one a unique and interesting way to finitely measure the quality (or lack thereof) of one's cruising day. As in: "Hey, a 16 mother abuser day. Not bad, yesterday was only 12." Or this one: "How many mother abusers we get today? Twelve, we're running behind. Yeah, but we've got three hours to sunset. I'll crank it up a bit." Or: "Looks like a good day coming up, lots of narrow channels where voices will carry. What's our record thus far? Twenty-six. A piece of cake." And: "Geez, a really slow day, only six mother abusers. Yeah, but we didn't get started until noon and we spent an hour or two in Charleston Harbor. True, we'll get an early start tomorrow."

In the early days, the crew's propensity was to look the other way or otherwise attempt to ignore the obscene signals and shouts. However, as the days passed, I noticed the crew's

tendency to respond in kind, both silently and vocally with increasing animation. Inevitably, the crew found itself on full-time alert, anticipating the worst (or best as the case may be). On several occasions, the Captain found it necessary to actually discipline the crew for jumping the gun on a guy who just wanted to wave at us. Anyway, as far as I could tell, at journey's end we were essentially working on a scoreless tie

I was going to say something about sailboats, which are also part of the no wake situation, among other things. But I think I'll wait until I find out if we have any in the club.

Archimedes rides again!

Date: Sat, Jan 13, 1996 9:50 AM EST
From: Jim_Ball@gnet.org
X-From: Jim_Ball@gnet.org (Jim Ball)
Reply-to: Jim_Ball@gnet.org
To: RhodesN@aol.com

Ned,

I know you are always seeking out trivia for the Daybelcher, so you may wish to use the short or long version, or some edited portion of something I figured out while the snow was falling for the third time this week. Maybe you want to save it for next year. Maybe you don't want to even use it. Who cares?

Cheers!

jim

SNOW LOADING ON VESSELS

James A. Ball, BS, MS AE&ME
(with emphasis on the BS part)

According to the Washington Post January 12, p. B3, the 20 inches of snow received in the great blizzard of '96 (part 1) equals 2.7 inches of water which equates to about 14 lb/sq ft. ($2.7/12 * 62.4 \text{ lb/sq ft} = 14.04 \text{ lbs}$ is how they arrived at that number and that assumes that the staff writers were measuring that 2.7" column of water in a 1 foot square bucket)

Reducing that to a working number, every inch of snow exerts 0.702 lbs per square foot of pressure on a flat surface

The surface area of a boat can be approximated by thinking of the planform area as a rectangle for 2/3 of the boat length and a triangle for the bow portion. The surface area can be approximated then by multiplying the beam times 2/3 of the length and adding it to the product of the beam times 1/4 of the length:

$$\text{Beam} \times (2/3 + 1/4) \times \text{length} = 0.91 \times \text{Beam} \times \text{length}$$

Now, we all know that our boats are longer than they really say they are (except when you are talking to the dockmaster) so for those boats with a swim platform and a bow pulpit, you might as well just consider using the square footage of the boat as if it were a rectangle and multiply beam x length for

simplicity (since this is all an estimate anyway).

Thus you can calculate how much weight is on your boat for every inch of snowfall as follows:

$$\text{Snow load on boat (lbs)} = 0.702 \times \text{beam} \times \text{length}$$

Thus for some of our more popular boat lengths, for the 26" of snow we have received in the blizzard of '96, parts 1 and 2:

$$35' \text{ Cruiser: } 0.702 * 26 * 13 * 35 = 8,304 \text{ lbs.}$$

$$28'' \text{ Cruiser: } 0.702 * 26 * 13 * 28 = 6,643 \text{ lbs.}$$

OK, so now that I have your attention, what does this mean in terms of the boat sinking?

Archimedes told us that displacement or buoyant force equals the mass of the water displaced. That means for every 1" of displacement, the boat will support the area at the water line x 1" x 62.4 lb/cubic inch (weight of water). So, that means for a boat, the area at the water line is approximately beam x 2/3 length (accounting for the reduced area at the bow).

For a 35' boat:

$$\text{volume displaced at waterline} = 2/3 * 13 * 35 / 12'' = 25.27 \text{ sq ft/inch (sq ft per inch of waterline)}$$

For other boats, the formula reduces to $0.0555x \text{ beam} \times \text{length}$.

The 35' boat will thus support a displacement/inch of waterline = $25.27 \times 62.4 \text{ lb/ft}^3 = 1572 \text{ lbs per inch per inch of displacement}$. ($d = 3.4666 \times \text{beam} \times \text{length}$)

That means that if no snow has blown off the boat, that a 35 foot boat is now sitting $8304 / 1572 = 5.28$ inches lower in the water.

For general applications, the formula is:

$d = \text{snowfall in inches} \times .702 \times \text{beam} \times \text{length} / 3.466 \times \text{beam} \times \text{length}$, or simply $\text{snowfall in inches} \times 0.202$. All this reduces to a rule of thumb that a boat will displace one inch of water for every 5 inches of snow.

Now it all depends on how high your lowest thru hulls are above the waterline, how well they are clamped, if they will withstand freezing and thawing and how much insurance you have to decide whether or not to go shovel the snow off the boat.



Comments

Rick Sorrenti

BIGGER IS BETTER?

On more than one occasion, I've had the opportunity to witness many a bizarre marine event, not all of which included OYC members. Recently, I received a copy of the following intercepted VHF transmission that amplifies the rules of the road...to a point!

"Vessel approaching point Barrow, please respond"

"Vessel calling vessel approaching Point Barrow, say last transmission again, over"

"Roger Sir, request you alter course 15 degrees starboard to avoid possible collision, over"

"Negative Sir, this is the USS Enterprise, over"

"USS Enterprises, request you alter course 15 degrees to your starboard, over"

"Negative, Negative, this is the USS Enterprises, we are the largest vessel in the world, request you alter course to avoid collision"

"USS Enterprises, THIS IS POINT BARROW LIGHTHOUSE, your call"

Overview of CBYCA

Past Commodore Dolph Buescher

Chartroom Chatter January 1996

"Officers of CBYCA, officers of Member Clubs, honored guests, ladies and gentleman. Before introducing your new commodore for 1996, I want to say a few words about CBYCA from the perspective of a Past Commodore. In the past five years, CBYCA membership has increased from 92 Member Clubs to 112. That's a 20% increase.

In addition, the geography of Member Clubs is better balanced, and better representative of the entire bay, as more Virginia clubs have joined. Thanks to the clubs in what I will call the "Greater Baltimore Area" that started this organization 37 years ago, we are now truly the Chesapeake Bay Yacht Clubs Association.

CBYCA has become more effective in legislation activity, partly because of the growth and new geographic balance, already mentioned, but mostly because a lot more capable people are involved in our legislative activity. The organizational changes to better recognize this work has contributed to this improvement.

Most importantly, the realization by all of us in CBYCA, that our central purpose is service to Member Clubs through legislative action and communication, the Boaters Bulletin Board@ included.

Adding to our increasing prestige is that we again have a CBYCA veteran officer going up through the chairs in the National Boating Federation, our own Jim Webster.

However, our work is not done. Our excellent and effec-



Occoquan Yacht Club 1996 Membership Renewal Application

Please print clearly and as you would like to have information appear in the membership roster:

Captain _____

First Mate _____

Address _____

City, State, Zip _____

Captain's Birthday mo./date _____ First Mate's Birthday mo./date _____ Wedding anniversary mo./date _____

BOAT DATA:

Name _____ Length & Beam _____

Builder _____ Power Sail

Where berthed? _____

Home phone: _____

E-Mail _____

Membership requested:

Family—\$60

Individual—\$40

Associate—\$30

for OYC Burgee add \$15

Total enclosed: _____

Please make check payable to Occoquan Yacht Club. Mail check and this form to:
Occoquan Yacht Club, P.O. Box 469, Occoquan, VA 22125

tive action on legislative matters, item by item, in some sense masks the larger picture and longer trend. In the long term, we boaters are losing. Every year there are more and more boats, and more PWC's too. More sales taxes paid, more fuel taxes paid, and at the same time less and less funds are returned to the boating arena—fewer marine police, less search and rescue capability. We boaters take pride in paying our way. We take pride in helping preserve the bay. We don't mind paying taxes that are fair, income tax, property tax and all the rest. However, we can't help but notice that we get less and less back, and worst of all are looked at as one big problem. Fat cats running around in our boats (or yachts), polluting too much and drinking too much, and going too fast past crab pots.

I therefore challenge our new officers to figure out some way to reverse these trends, restore our image, and some of our funds, to benefit not only ourselves, but the entire community of the Chesapeake Bay."

**Theories on SAV Growth in the Potomac
Potomac SAV News, Spring 1995**

The United States Geological Survey (USGS) has been studying the distribution and abundance of SAV in the Potomac River since 1978. A USGS document, *Distribution and Abundance of Submersed Aquatic Vegetation in the Tidal Potomac River and Estuary, Maryland and Virginia, May 1978 to November 1981*, discusses the likely causes for the disappearance of SAV from the Potomac River in the late 1930s. The proposed causes include extensive storm damage in the late 1930s, increased nutrient enrichment, and a shift in light availability.

A recently published report by the USGS, *Role of Weather and Water Quality in Population Dynamics of Submersed Macrophytes in the Tidal Potomac River*, focuses on the significance of water clarity and light availability in SAV distribution. Researchers found that improved water clarity and weather factors that increased light availability contributed to the return of SAV in the upper tidal river in 1983. The USGS cited reduction of nutrient and sediment loads as critical to improving water clarity. However, researchers also recognized that uncontrollable weather conditions, such as high winds and rains, can thwart efforts by increasing water turbidity.

**U. S. Coast Guard Auxiliary
Publishes New Edition of
Boating Skills and Seamanship**

Submitted by Dick Miller, USCG Auxiliary Liaison.

The Coast Guard Auxiliary has recently published the 11th Edition of the *Boating Skills and Seamanship* (BS&S) textbook. The new BS&S course has been totally overhauled by adding new subjects, new chapter arrangements, and new student study guides and exams.

The chapters have been rearranged to coincide with the sequence of events involved with purchasing, equipping, trailering, handling, etc. of a boat, and retitled and rewritten to increase reader interest and answer the question "What's in it for me?". The Student Study Guide has been revised and the review questions are now matching and multiple-choice. This

edition is more "reader friendly" in that it has been designed for a 7th grade reading level: the concepts have not been watered down, rather, the vocabulary and sentence length have been selected to improve readability. Since the vast majority of recreational boats sold in the United States are between 16 and 20 feet, the vessels featured in the illustrations and discussions focus on these more typical sized vessels. This edition also contains new information throughout the text including buying a boat, carbon monoxide poisoning, electronic navigation, environmental protection, inland navigation and seamanship, selecting a propeller, small boat safety and using a fire extinguisher. The cumulative effect of all of these changes should result in better trained and more knowledgeable recreational boaters.

- The Coast Guard Auxiliary teaches the following courses to the public: Boating Skills and Seamanship (6 to 12 lessons).
- Sailing and Seamanship (7 or 14 lessons).
- Basic Coastal Navigation (6-8 lessons).
- Advanced Coastal Navigation (12 lessons).
- Water 'N Kids.
- Boats 'N Kids.
- Boating Safely.
- Personal Watercraft.

Now is the time for recreational boaters to begin thinking of improving their knowledge by enrolling in a boating safety course that will address their needs. Information on boating safety classes throughout our area can be obtained by calling toll free 1-800-336-BOAT or 1-800-245-BOAT if calling from Virginia. Information can also be obtained from the Coast Guard by calling the Boating Safety Hotline at 1-800-368-5647.

The Daymarker is published monthly by Ned, Arleen, Jess, Willie and Sally Rhodes. The deadline for submission of materials to the Daymarker is the 20th of every month. Did you miss this masthead last month. Not enough room, but I am back.

Articles should be sent to the Daymarker Editor at 2001 North Kenilworth Street, Arlington, VA 22205. We prefer typed text (no crayons please) or you may submit your text on a disk in Apple Macintosh format or IBM-PC format (3.5" or 5.25"). Our preferred word processing format is Microsoft Word. Your articles may be faxed to our corporate offices at (703) 237-9654. In addition, we are also on the information highway at milepost_rhodesn@aol.com.

Editor	Ned W. Rhodes
Text Entry	Arleen Rhodes
Proofreader	Arleen Rhodes
Stapler	Arleen Rhodes
Stuffer	Arleen Rhodes
Everything Else	Arleen Rhodes
Stamp Licker	Jess Rhodes
Complaints	Sally Rhodes
Running Around	Willie Rhodes
Mailing Labels	Tom Coldwell

The Daymarker is produced on a Macintosh Quadra 840av computer with 32MB of memory, 2.5 GB of disk storage, many CDROMs, a Syquest Cartridge Drive, a Radius 19" TPD, an Sony 17" Color Monitor, an Apple LaserWriter IIx and a Microtek 600Z Color Scanner using PageMaker, Adobe PhotoShop, MacWrite II, Ofoto II and DeskDraw.

OYC PUZZLE
by Dave Moore

ACROSS

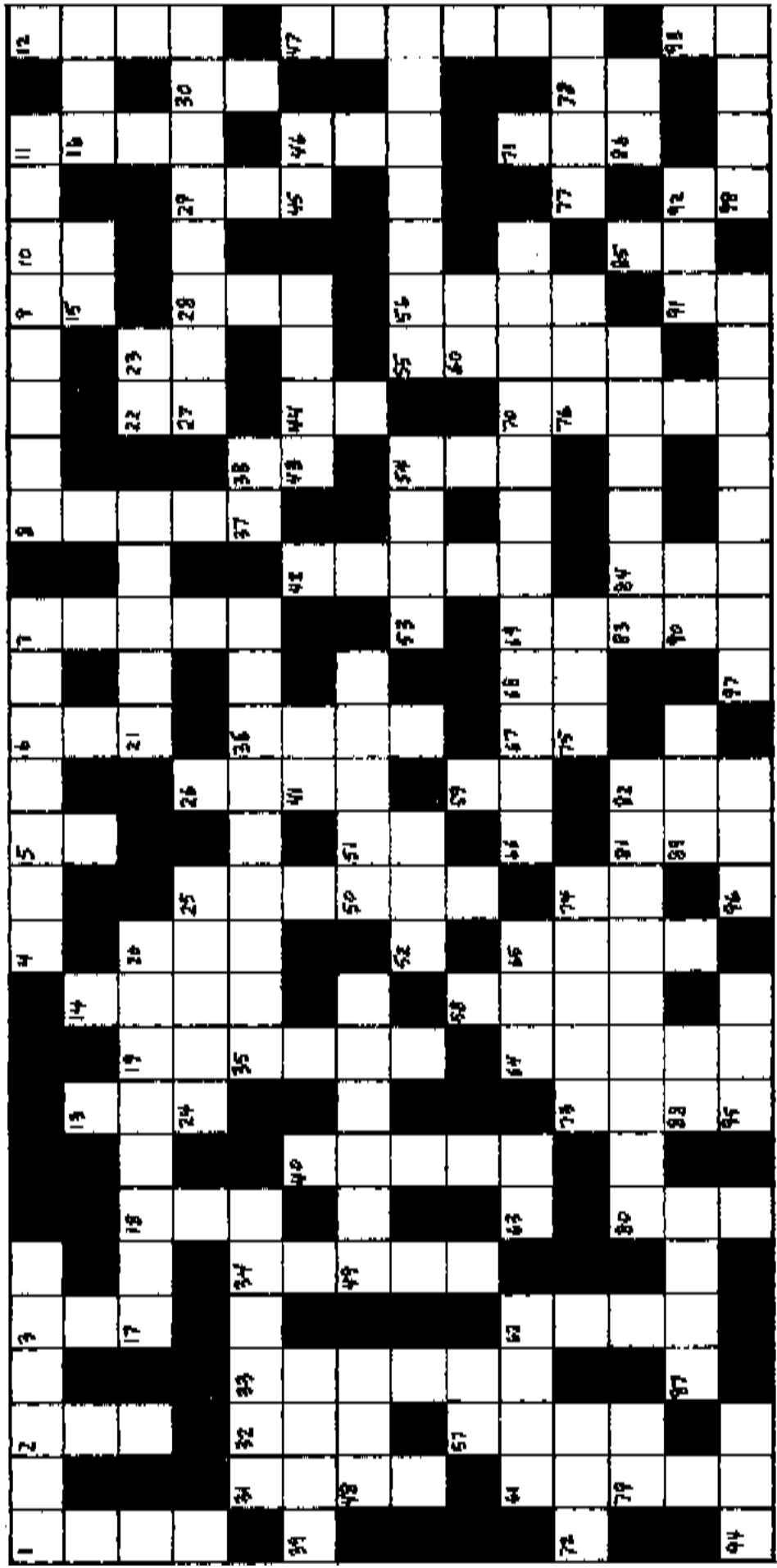
- 1 FUEL
- 4 STOPS A BOAT, ASK AARON
- 8 TRED AVON FLOWS INTO IT
- 15 TRUCKER'S RADIO
- 16 LAND BARGE
- 17 UNPOPULAR OYC AWARD
- 21 ELONGATE ELEVATION ON OCEAN BOTTOM
- 22 NOT DOWN
- 24 GALLEY GREENS
- 27 POPULAR ANCHOR
- 31 ROUTE 123 (BLVD)
- 35 MANY ARE 6.5 KW
- 37 UNIT OF FINENESS OF GOLD
- 39 ON LAND IT'S A ROPE
- 41 TYPE OF BOAT POWER
- 43 JACKET
- 45 MUSIC FORMAT
- 48 YOUR HOUSE IS ON ONE
- 49 CLUB FLAG
- 50 OLLIE OR DIRECTION
- 52 CHARGE CARD CODE
- 53 SUMMIT
- 55 DEEPER WATER LIES HERE
- 57 FAMOUS HORSEMAN
- 60 SMALLEST STATE
- 61 SACRIFICIAL ANODE
- 63 COMMODORE'S INITIALS
- 64 PERSONAL ENERGY
- 66 AT ENTRANCE TO YEOCOMICO RIVER
- 72 MONETARY UNIT ELSEWHERE
- 73 _____ IN 80 DAYS
- 75 FOR FUTURE SPENDING
- 76 HONEST PRESIDENT
- 77 LOCATE
- 79 COMMODORE'S FIRST MATE
- 80 BOAT'S RIGHT
- 83 LINEMAN'S TOOL
- 86 PIERRE IS CAPITAL
- 87 READY AND
- 88 BEGINNING AND END OF KNOT
- 89 IT CAN BE FIRE, SOLDIER, PISS OR CARPENTER
- 90 PRIVATE INVESTIGATOR
- 91 _____ LIVER OIL
- 94 COMMON FUEL
- 95 FALL BACK ONE HOUR FOR
- 96 MINERAL SPRING
- 97 UNPOPULAR AQUATIC PLANT
- 98 NAVIGATION AID

DOWN

- 1 PAY YOUR OYC
- 2 SLIMY SLITHERING FISH
- 3 TIDE FLOW TO SEA
- 5 BISMARK IS CAPITAL
- 6 DRINKS ORDERED HERE

- 7 RADIO DETECTING AND RANGING
- 8 STREAM
- 9 MEMBERSHIP CHAIRMAN
- 10 ALPHABETS FIRST TWO
- 11 HULLS DAMAGED EASILY BY THIS (BACKWARDS)
- 12 NOT SOFT (BACKWARDS)
- 13 USES SATELLITES AND HELPS YOU
- 14 FILLET OF
- 18 NAV. AID TYPE
- 19 COLES MARINA PAST NAME
- 20 GALLEY UTENSIL
- 22 _____ DER, TEAT
- 23 MA'S FAVORITE
- 25 FIRST NIGHT OF WEEKLONG ('95)
- 26 TWO MAKE A
- 28 AN ACORN IS ONE
- 29 BEST CLUB AROUND
- 30 REAR COMMODORE
- 31 FISH BREATHE WITH IT
- 32 YOKO
- 33 RED, RIGHT,
- 34 SATELLITES FOLLOW THIS PATH
- 36 BOATER'S BAG
- 38 HE WALKS OFF DOCKS
- 40 YOU OPERATE A BOAT, BUT _____ A CAR
- 42 CRIS _____, MD
- 44 PAUL BUNYAN'S WAS BLUE
- 46 TROPHY ROOM
- 47 SURROUNDED BY WATER
- 51 NOT OFF
- 54 STARTS A BOAT
- 55 CHESAPEAKES FAVORITE CRUSTATION
- 56 SCOUT'S WALK
- 57 COMMON CONIFER
- 58 _____ SAUNDERS
- 59 CHEESE STATE
- 61 MUSSELL CAUSING CONCERN
- 62 WICOMICO/POTOMAC ISLAND
- 64 SHIP'S MANY DESTINATIONS
- 65 PREPARE A COURSE
- 67 PROVIDENCE IS CAPITAL
- 68 PRESIDENT TEDDY
- 69 THE BEST HOUR
- 70 EVERMOORE'S FIRST MATE
- 71 NOT HERS
- 73 BOATS WAVE
- 74 DISTRICT ATTORNEY
- 78 NED, FIRST AND LAST
- 80 CASPIAN OR BLACK
- 81 TALK MUSIC
- 82 MOLECULAR BASIS OF HEREDITY
- 84 CAN COVER
- 85 MAILMAN'S WORKPLACE
- 91 CALIFORNIA
- 92 FOURTH AND SECOND LETTER
- 93 EMPIRE STATE

FOR ANSWERS CALL:703/494-0651, ask for Dave. The cost is \$99.00/minute; Average call is 30 minutes.



OCCOQUAN YACHT CLUB

1996 SCHEDULE OF EVENTS

Date	Event	Location	Coordinator	Notes
Jan 20	Planfest	Gecko's	OYC Board	
Jan 27	PRYCA Change of Command	Old Colony Inn	Henry Lovell	
Feb 24	Winter Land Cruise	Phillip's Restaurant	Deloris Usher	3:00
Feb 21 - 25	Washington Boat Show	Convention Center		
Mar 16	Membership Mtg./St. Pat's Day	Fairfax Yacht Club	OYC Board	6:00 PM (Pot-Luck)
Apr 7	Easter			
Apr 20-21	Early Bird Cruise	Alexandria	Steve Donock	
Apr 27-28	PRYCA Marine Safety	Dogue Creek	Henry Lovell	Jim Ball for PRYCA
May 4 - 5	Flagraising/Mattawoman Raft-up	OHM	OYC Board	10:00 - CME's; 12:00 Noon - Ceremony
May 12	Mother's Day			
May 18	Breakfast Cookout/Swapmeet	Prince William Marina	Dave Yarnell/Bill Fulford	7:30 - 12:00
May 18	PRYCA Pre-Blessing Dinner	National Potomac Yacht Club	Henry Lovell	
May 18-19	Blessing of the Fleet	James Creek/Wash. Channel	Henry Lovell	
May 25-27	Memorial Day Cruise	Yeocomico	Ned Rhodes	
Jun 1-2	Spring Cruise	Aquia Bay Marina	Tom Coldwell	
Jun 8-9	Red Cross Waterfront Festival	Alexandria	Steve Worcester	
Jun 16	Father's Day			
Jun 22-23	Tantallon Yacht Club Cruise	Tantallon Yacht Club	Steve Wexler	
Jun 29-30				
July 4-7	Fourth of July Cruise	Coles Point Plantation	Rick Sorrenti	
July 13-14				
July 19-21	PRYCA Float-in	Ft. Washington Marina	Henry Lovell	Steve Wexler for PRYCA
July 27-Aug 4	Week-long Cruise	James River	Ray Steele	
Aug 10-11				
Aug 17-18	Summer Cruise	Colonial Beach Yacht Center	Carol Walsh	
Aug 24	Dinghy Regatta	Prince William Marina	Steve Zimpel	
Aug 31 - Sept 2	Labor Day Cruise	White Point	Jim Jacobsen	
Sept 7-8				
Sept 14 - 15	Shrimp Feast/Bonfire	Mattawoman Dunes	Aaron Martin	
Sept 20-22	PRYCA End-of-Summer Party	Tantallon Yacht Club	Henry Lovell	Bud Clark for PRYCA
Oct 5	OYC General Membership Meeting	Fairfax Yacht Club	OYC Board	
Oct 12-13	Columbus Day/Foliage Cruise	Washington Channel	Steve Zimpel	
Oct 19-20	Power Boat Show	Annapolis		
Oct 26	Chili Cook-off/Photo Contest	Prince William Marina	Dottie Jacobsen	
Nov 2-3				
Nov 9-10	Hardy Soul's Cruise	Alexandria	Mary Jo Worcester	
Nov 28	Thanksgiving			
Dec 7	Santa Cruise	OHM	Walt Cheatham	
Dec 7	OYC Holiday Party	Fort Belvoir NCO Club	Steve Wexler	
Dec 25	Christmas			

Commodore Tom Egmore 703-256-8442
 Vice Commodore Steve Wexler 703-437-0687
 Rear Commodore Teresa Sorrenti 703-590-6724
 Secretary Walt Cheatham 703-491-3956
 Treasurer Dave Moore 703-494-0651



A record 115 boats lined the docks at the tenth annual Potomac River Yacht Clubs Association's Float-In held at Fort Washington Marina, Fort Washington, Md

Potomac float-in draws a record turnout

Mercury bubbling over 100 degrees may have kept some boaters off the Potomac River in mid-July, but it failed to deter a record 115 boats that showed up for the Potomac River Yacht Clubs Association's 10th annual float-in July 14-16.

"The float-in is the event to which everyone looks forward during the rest of the year," says Penny DeMarco, the association's vice commodore. It lets boaters from the association's 15 member clubs "have this great camaraderie, share ideas and thoughts on boating in a social environment," says commodore John Hancock.

The three-day event, held at the Fort Washington Marina in Fort Washington, Md., included the Aquia Cup, a competition that includes knot tying, pole lassoing and dinghy races. It also gives boaters a

chance to discuss the issues the association tries to weigh in on at the local, state and federal levels.

"A single individual or member club can't come across with the same strength as the PRYCA does as a 15-member organization representing over 1,000 boaters," Hancock says.

Formed in 1971 by Aqualand, Landmark, National Potomac, Prince George's and Wicomico yacht clubs, the group's goals include encouraging safety, promoting recreational boating and representing the interests of boaters throughout the Potomac River basin. The

association also is a member of the National Boating Federation and the Chesapeake Bay Yacht Clubs Association.

— Walter Rissmeyer

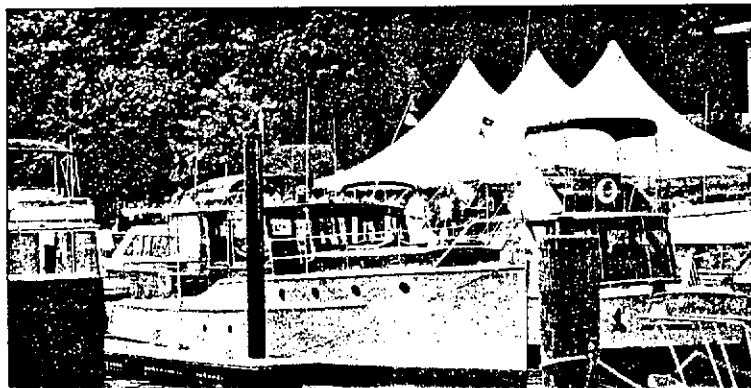
Summer Scrapbook

Photos by
Walter Rissmeyer
and Rebecca Carr



Jess, a golden retriever, was the unofficial safety mascot.

From the safety of shore, Potomac River Yacht Clubs Association members root for their home club teams.



John Hancock, the Potomac River Yacht Clubs Association's commodore, urges on contestant during the dinghy race.

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Ned W. Rhodes, CDP
president

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2800 SHIRLINGTON ROAD
ARLINGTON, VIRGINIA 22206

ALLEN'S COPY CENTERS

Feb 4	Winter Land Cruise at Phillips, Deloris Usher, 703-891-2143
Feb 21-25	Washington Boat Show at DC Convention Center
Mar 16	Membership Meeting at Fairfax Yacht Club 6 PM
Apr 20-21	Early Bird Cruise to Old Town.

C o m i n g E v e n t s



The Daymarker

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P.O. Box 469
Occoquan, VA 22125

Address Correction Requested