



The

# Daymarker

## OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

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## Commodore's Comments

### Peggy Ball

The heck with the Bug! Why limit your fun to one night of Millennium celebration when we can party all year? That's the attitude that we are taking with planning for Year 2000 OYC activities. Here are some ideas that have been passed on to me for consideration by some of the more forward thinking members.

New York Harbor for the 4<sup>th</sup> of July, OPSAIL 2000 with Fireworks—Bob Wilcox.

Miami Boat Show by Water—Steve Zimpel

Great Lakes tour via the Intercoastal and Tom Bigbee Waterways—Tom Coldwell.

How's that for thinking out of the box?!

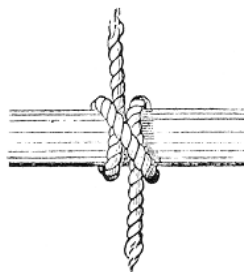
Actually, OPSAIL 2000 will see at least a dozen tall ships visiting both Norfolk and Baltimore this summer. Those who are going to be on the Bay at that time will get a real treat. The ships will continue on to New York and we hear that at least two OYCers are planning to join them in their tall ships. Is there an OYC cruise here? Contact Bob Wilcox, 703-830-1993, if you are interested.

On a more realistic note, your board is exploring new and old events and destinations to give you lots of choices for your boating enjoyment. Put on your thinking caps and bring your calendars to the OYC Millennium Planfest January 22<sup>nd</sup> at Geckos. More details will be in the January Daymarker.

But before we get too focused on 2000, let's not forget we still have 1999 fun left.

**Santa Cruise - Saturday November 27<sup>th</sup>.**  
We have actually captured Santa for this year and will be delivering him to the eager kiddies

## Know your knots



Clove Hitch

in Occoquan. Be at OHM, C Dock, at 11AM with snacks and goodies to share. Boats will depart the docks at precisely 11:40 AM for our parade. Coming by Boat? Hopefully you have let Walt know you are coming, and have planned your boat decorations. Can't come by boat? Not to worry. Come on down and beg for an invitation from one of your fellow OYCers; good treats are always effective bribes! This year we will be joined by members of Prince William Yacht Club and Fairfax Yacht Club. A truly Occoquan Moment!

**The OYC Holiday Party on December 11<sup>th</sup>.** If you have not RSVP'd to me yet, **CALL ME NOW at 569-2159.** This the one chance each year we get to dress up and impress each other with our finery and take our partners out on the dance floor for a spin. Our partners may think a "spin" involves a ride in a boat, but not this time.



See Page 4

A hearty hardy thank you to Cruise Coordinator Mary Jo Worcester. Finally, a Hardy Souls Cruise without sleet, snow, ice or rain. Nice planning Mary Jo! Be sure read Mary Jo's article with details of all the fun.

Elsewhere in the Daymarker is an article from my Captain on the formation of a new civic organization to enhance and improve our boating enjoyment of the Occoquan River. This is how the Occoquan River Maritime Association (ORMA) was born. I believe the initial advantage to OYC will be an easy way to coordinate the three yacht clubs of the Occoquan in the planning and execution of the Blessing of the Fleet. This should also encourage each of the clubs to take turns in sponsoring river events which we all can enjoy. There will be several opportunities for OYCers to participate in areas that spark their interest. There is something here for everyone - social, environmental, safety and the infamous "dredging" issues.

I am really looking forward to serving as your Commodore this year and am very excited and pleased to have such a great board and staff supporting our fun. Please contact one of us if you have an idea for an activity and we will be happy to work with you to make it happen. After all, how many OYCers does it take to have an event?

See you on and off the water! Cheers!



## Vice Commodore's Comments

Debby Zimmerman

**What have I gotten myself into now...** It started several years ago when Rick and I met this crazy bunch of boaters from a yacht club by the name of Occoquan. After attending several multi-club functions where this group was also in attendance, we decided that we just had to join. The OYCers just were having too much fun and we wanted to have fun, too! The membership chair was only too willing to take a

## The Daymarker

Published monthly by the Occoquan Yacht Club

Tom Coldwell, PC, Editor

Mary Ann Coldwell, Editor's Editor

Jim Ball, Circulation

Wanted—your stories, photos, comments, complaints, ideas, suggestions. You don't have to be some stuck-up officer—past or present—to submit stuff for **THE DAYMARKER**. Just get it to us by the 20<sup>th</sup> of each month. If possible, please submit copy by e-mail to:

**coldwell@erols.com.**

Photos sent by snail mail will be returned if requested. Word-processed copy may be mailed on a 3.5" IBM/MSDOS-compatible diskette to the editor at 10319 Commonwealth Blvd., Fairfax, VA 22032-2613. The preferred format is WordPerfect for Windows or DOS, but we accept Microsoft Word and ASCII text as well. By the 20<sup>th</sup> of the month.

The editor may be reached by phone ashore, 703-323-1675

check for our dues and lo' and behold we had another burgee to fly. We have developed close friendships with several members and have attended as many functions as time would allow during our busy schedules. Even after moving the *Razadaz II* to the Bay we still meet up with the rest of the club whenever they are cruising the lower Potomac or the Bay. An Occoquan cruise is always an experience to be remembered.

A couple of months ago, I received a phone call around 9:30 in the evening. What most people don't know is that Rick and I both hit the hay early as we have an early wake-up call every morning. I got out of bed and answered the phone. My first error. I am not always totally coherent at that hour. The voice on the other end asked a loaded question to say the least. I quote "Would you consider serving on the 2000 Board of OYC?" Well I must have been a little groggy because instead of saying no, I asked "Well what position did you have in mind? Vice Commodore, are you crazy? And I live in Maryland." After being assured that the club would not hold being from the other side of the river against me, in a moment of weakness I said okay. Hell, I work in Virginia, so why not play there a little, too. I know I had a great time at our first annual OYC Holiday.

Honestly, I am honored and looking forward to a great year. Commodore Peggy Ball is already getting plans together for all kinds of boating activities. As she told me, "The Board's responsibility is to provide as many varied boating opportunities to our members as possible and keep them aware of issues that might impact their boating pleasure." Sounds like a great mission statement to me.

Look for more information in upcoming articles in the Daymarker including details on our annual Planfest on January 22. This event is always well attended and is where you as members get a chance to talk about where you want to cruise. If you are willing to be a fleet coordinator you even get to tell others where to go! See you there!

## The Quilt Made With Love...

*Carol and I wish to thank everyone for their concerns, well wishes, prayers and love that accompanied the quilt made by Peggy Ball and given to Carol. The handwritten messages truly show we have a family called the Occoquan Yacht Club. Everyone of you is very special to us and this quilt reminds us of the caring you each have given.*

*Peggy worked long hours on this beautiful quilt and we know it was a labor of love which is most appreciated.*

*Carol uses the quilt every night and every nap and enjoys it's warmth and messages.*

*Thanks to all,*

*Carol and Dave Moore*

## ...and a request

Let's keep Carol and Dave Moore ...and Steve Zimpel in our thoughts and prayers.



## Rear Commodore' Comments

**Candy Clevenger**

### **For the Lighthouse Enthusiast**

The U.S. Lighthouse Society (USLHS) is a non-profit organization for those interested in America's lighthouses. The USLHS was founded to assist in the restoration and preservation of America's lighthouses.

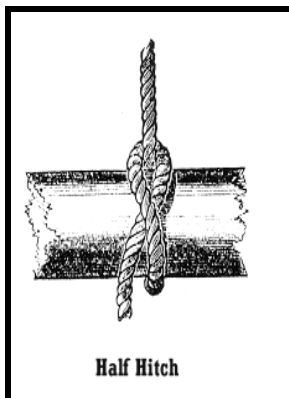
Did you know that the United States Lighthouse Society has a local chapter? The Chesapeake Chapter of the USLHS founded in 1989 by Herb Entwistle meets in various locations in Virginia, Maryland, and the Mid-Atlantic area. Meetings are held between March and September and the chapter publishes a quarterly newsletter, Chesapeake Lights.

The chapter is dedicated to protecting, preserving, maintaining and enjoying the Chesapeake Bay lighthouses and lightships. Meetings can include access to local lighthouses not normally open to the public, cruises to land-based and seaborne lights and special guest speakers. Back in April I attend a workshop held by the Chesapeake Chapter at the Calvert Marine Museum in Solomons, Md. Bruce Roberts, who is a nationally acclaimed professional lighthouse photographer, and David Savage, a professional photographer and Chapter member gave pointers on how to take great pictures of lighthouses. Bruce's wife Cheryl gave a presentation on Fresnel lenses and an update on moving the Cape Hatteras lighthouse.

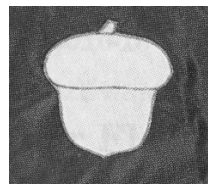
The group was then given the opportunity to practice what we learned taking pictures of Drum Point lighthouse. Around 5:30 p.m. those interested traveled to Cove Point lighthouse to take pictures. The day turned out to be beautiful and I think everyone thoroughly enjoyed themselves.

If you would like to know more about the Chesapeake Chapter of the U.S. Lighthouse Society, visit their website at [www.cheslights.org](http://www.cheslights.org) or contact their membership chairman Mike G. Voss, 16476 Little River Road, Beaverdam, Va. 23015. For more information on the USLHS, write to them at 244 Kearney Street, 5<sup>th</sup> Floor, San Francisco, CA 94108.

## **Know your knots**



**Half Hitch**



## Treasurer's Comments

**Nabil Dubraque**

Being a "cook by taste" who throws ingredients together and modifies as necessary, I have no precise recipe for Potowmack Chili [which won First Place in the October 30 Chili Cook-off]. But its ingredients in approximate amounts and the method for fusing them into an edible mix is as follows:

- A tub (3 to 3.5 lbs) of ground Charles (for Sweeney Todd aficionados) or ground Chuck (for those of you who knew him well).
- A large onion (a BIG one, don't get wimpy)
- Large green pepper
- 3-4 large carrots
- 1 16 oz can kidney beans (I like fewer beans, but more won't hurt)
- 2 16 oz (or what passes for 16 oz nowadays, usually 14.2 oz) stewed tomatoes. They gotta be stewed, a slight buzz won't do it.
- 2-3 tbsp Mild chili powder
- ¾ to 1 tsp Black pepper
- 1 ½ tsp Salt
- 1 ½ tsp Oregano
- 1 ½ tsp Thyme
- 1 ½ tsp Cumin
- 1-2 tbsp powdered brown gravy mix, as needed
- 2 tbsp sugar
- flour
- catsup
- Cheddar cheese

Chop onion, green pepper, and carrots, and brown with ground Charles until done (carrots will still be crisp, but that's okay). Drain fat. Apologize to spouse for making mess of stove.

In large pot, mix remaining ingredients except catsup and flour (taking care to remove beans and tomatoes from can beforehand) with Browned Charles and let simmer over very low heat for 15 to 20 minutes. If runny, sprinkle flour a tsp at a time and stir until you get a gravy-like consistency. Taste. Adjust as needed using a little catsup at a time. Catsup, with tomato, sugar, onion, and vinegar, is a great taste adjuster and was known in my college days as "The Bachelor's Friend." Come to think of, so were a number of other things we won't go into now.

Serve with grated cheddar on top.

*Bon appetit.*

## **Know your knots**

### **Full Hitch**





## The Datemarkers

### Birthdays

Bill Dalgetty ,12/03	Gordon Cawelti,12/05
Craig Dowd,12/05	Dick Hopkins,12/15
Ray Kelly,12/17	Mike Troup,12/20
Richard Steele,12/28	Pat Garverick,12/28
Pauline Thomas,12/28	Les Thomas,12/29

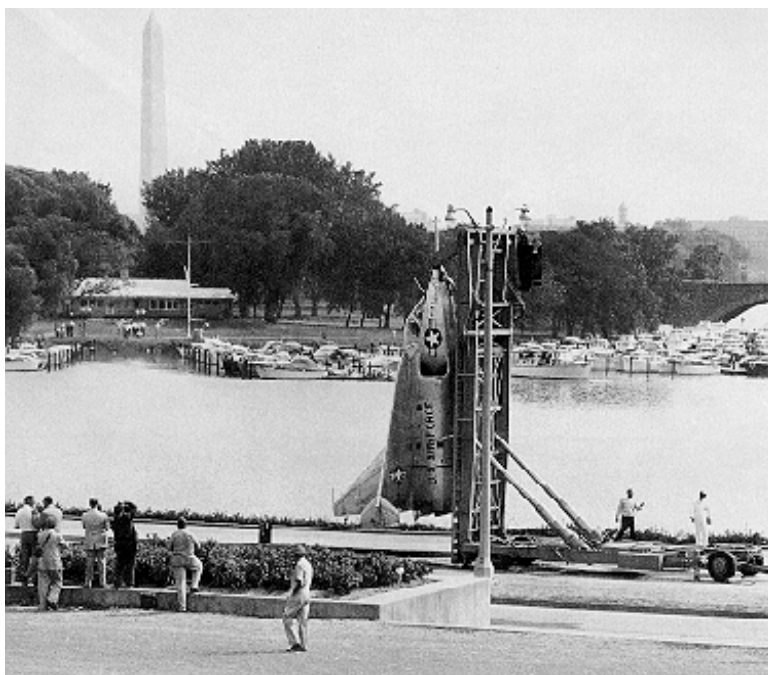
### Anniversaries

Dave & Carol Moore,12/09  
Doug and Michelle Earhart,12/09  
Ned & Arlene Rhodes,12/21  
Les & Pauline Thomas,12/31

Did you catch that—Pauline and Les Thomas having their birthdays and anniversary on the 28<sup>th</sup>, 29<sup>th</sup> and 31<sup>st</sup> !

## Welcome new members

Greg and Susan Wilson of Fairfax Station, who keep their newly acquired 33' Chris Craft *Sea Venture* at Hoffmasters.



**Experimental Boat Slip?** Workmen near Columbia Island Marina erect a launch pad for the only aircraft the Air Force wanted Jim Ball to be the first to fly. Or maybe it's some sort of Travelift for weird go-fast boats.

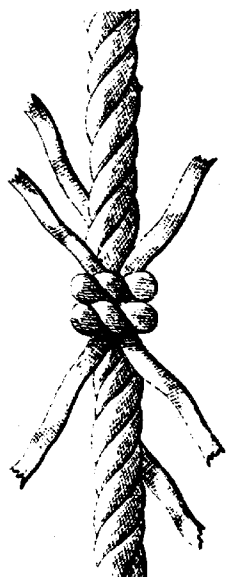
## Northern Virginia Power Squadron Winter 2000 Schedule for Eight-week Boating Courses

Call 703-758-4442 for details.

Jan. 20 (Thurs) 7:00 p.m., Robinson High School, 5035 Sideburn Rd., Fairfax. Register by phone with Fairfax Recreation Department, 703-222-4664.

Jan. 24 (Mon) 7:00 p.m., Thomas Jefferson Middle School - Arlington Community Center, 3501 South Second St., Arlington. Register with Arlington County Parks Department, 703-228-4747.

## Know your knots



**Imafraid Knot**

Feb. 1 (Tues) 7:00 p.m., McLean Community Center, 1234 Ingleside Ave., McLean. Register with Community Center, 703-790-0123.

Feb. 3 (Thurs) 7:00 p.m., Francis Scott Key Intermediate School, 6402 Franconia Rd., Springfield. Register by phone with Fairfax Recreation Department, 703-222-4664.

Feb. 8 (Tues) 7:00 p.m., South Lakes High School, 11450 South Lakes Dr., Reston. Register by phone with Fairfax Recreation Department, 703-222-4664.

Feb. 22 (Tues) 7:00 p.m., Buckhall Fire Station, 7190 Yates Ford Rd., Manassas. Register with instructor Frank Phillips, 703-580-1855.

Mar. 2 (Thurs) 7:00 p.m., Fairfax Yacht Club, 10721 Old Colchester Rd., Mason Neck, VA. Register with instructor Bill Fulford, 703-591-2118.



**AWWWW..** Ned Rhodes shows off his new puppy, unnamed as yet

# The Hardy Souls Cruise That Was!

by Mary Jo Worcester, Hardy Soul

Okay, so the Hardy Souls Cruise turned out to be not so Hardy! We had glorious weather no rain, no snow, etc., etc. For some reason, this year's cruise was dubbed The Holy Souls Cruise (by someone I'll not name). Guess maybe she thought we all needed a little more religion. Although with ½ of a boat name being "*Saint*," I can't see why!

For the first time in many years, everyone who made reservations for the

last OYC cruise of the season, actually showed up! Guess the weather had something to do with it. Those in attendance were: *Saint N' Sinner*; *Shalimar*; *Bay Tripper*; *Impulse*; *Sea Ducks Too*; *Walt's on Water*; *Hot Schatz*; *Lady Charlotte*; *Dream Catcher*; *Lizzie Bits*; *Amazing Grace* and *Lovin Life*!. We were also joined by the Browns, Wexlers, Caweltis, Corleys, Glenn and Carol Burnett, friends of Ned and Arleen from New Jersey, Carl and Janeal Way, Steve Zimpel, Cheatham's daughter Elizabeth Scott, Coldwells' daughter Lee Ann, Cookie Zimpel's brother and sister-in-law. Hopefully I've not missed anyone; if so, I apologize.

Four boats arrived on Friday; the rest arrived on Saturday. Saturday morning, as tradition for Arleen and me, is "shopping day". So, with the Rhodes' New Jersey friends, the Burnetts, off we went. (Yes, Ned actually does have a friend). For some reason, there was a contest to see who bought the most and who spent the most. I am happy to announce that New Jersey won! (Steve is actually happier than me!)

Happy Hour on Saturday evening was aboard *Saint N' Sinner*. With plenty of food and beverage, all had a good time. I think we had approximately 35 people in attendance,

which proved that we could probably handle 50! AND no red wine was spilt and no one fell overboard. The only thing I know of that went overboard was a wine glass (not bad, eh?) Everyone took off for dinner around 8:00 P.M. Many of us went to our favorite haunt—Ecco Café. I actually felt very smug, as I had trudged up to the restaurant early Saturday morning and barged in (the



**Hardy fun but hardly hardy weather**—This stock photo of the Alexandria waterfront fails to show the deep snow and high winds OYCers expected during the recent Hardy Souls Cruise.

restaurant wasn't open) and politely requested that 10 of us be put on their "waiting" list. Ecco doesn't take reservations, but will take your name. Then when you show up your wait is only 30 minutes versus an hour or more. It actually worked!!

SOME of us went back to our boats and to bed. OTHERS went dancing till the wee hours (L.B. & S.Z.). Where was the husband of L.B? Passed out on the bed?? I'll never tell.

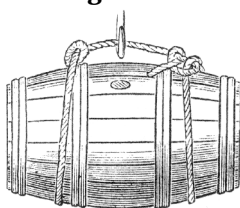
Sunday morning, although a bit cooler, still was bright and sunny. Our favorite breakfast place is "Bull Feathers" so, of course, it was time to eat again! I think it's also tradition that Teresa has her brother and his wife show up to go with them to Bull Feathers for breakfast: Rick makes him pay!

Most everyone left in the early afternoon. We had planned on getting back in plenty of time to pack up and head home. Around Craney Point we came upon a bass boat with two men frantically waving their arms—motor blew up, they said—Ha! Motor looked fine to me. Probably no gas but I kept my mouth shut (could it be because Steve had duct tape handy?) Anyway, we towed them almost to Leesylvania State Park. Needless to say, our early arrival time home did not happen!

So now Thanksgiving is upon us, winterizing, off loading all the "stuff" that we just had to have during the season, and soon it will be Christmas. My next project is to shine up the Commodore's Cup so it can be presented to the next worthy yacht persons at the Holiday and Change of Watch Party.

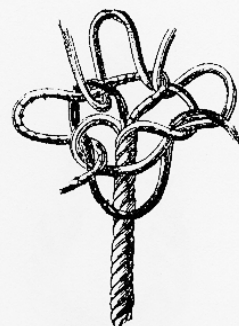
## Know your knots

### Hangover Knot



## Know your knots

### OYC Organization Knot





# Holy Freeze, Batman!

by Scott Shipley  
(the unofficial OYC meteorologist)

Uncle! So what if I'm a meteorologist? That doesn't mean my forecasts are worth beans; just ask Ann. But you persist, so you'll get what you pay for. 'Tis the season to prepare for darkness. I've been watching you all pour antifreeze into your water systems. Some of you have been preparing all summer for this year's chill (don't think we haven't noticed), a most astonishing determination to protect the human body from the evils of crystallization. The risk-adverse have already pulled their boats. Others like me are pushing the envelope. So what's happening in the deep freeze department?

My first bet goes with the 30-year climatological average. Although we know better, this approach assumes that this year should be pretty much the same as the previous 30. These data are on the internet for many long-term observing stations; see Virginia State Climatologist Pat Michaels' site at [www.people.Virginia.EDU/~climate/](http://www.people.Virginia.EDU/~climate/), also Maryland State Climatologist office [metosrv2.umd.edu/~climate/](http://metosrv2.umd.edu/~climate/). Min/Max normals at Reagan National are 40.8/58.3 F for Nov, and 31.7/47.0 F for Dec). Translation: "Ben Franklin says (he was known for this approach—persistence) min temp will fall below 32 F on or about Dec 12<sup>th</sup>." Don't you believe it! Max temps in Nov were in the 70's here. So why did you pull your boat already? Because hind-sight is 20/20, and an ounce of prevention is worth \$ of cure (pounds went out of style here in the 1700's). Marine forecasts are provided for the greater OYC boating area by the Baltimore-Washington Weather Forecast Office (WFO station LWX near Dulles Airport), see the website

[tgsv5.nws.noaa.gov/er/lwx/marine.htm](http://tgsv5.nws.noaa.gov/er/lwx/marine.htm)

Then what about La Nina? And what happened to El Nino? Regional climate patterns shift in response to continental-scale temperature changes in the tropical Pacific – temps are cool now and that's La Nina. What that means for us has been calculated by computer correlations to past data at CPC, see [www.cpc.ncep.noaa.gov](http://www.cpc.ncep.noaa.gov). If climate variations go as before, this winter's La Nina outlook looks like above normal temps, and normal precip in the greater OYC misbehavior area, except for below normal precip in the lower Chesapeake Bay. Now this is a forecast. The CPC got medals for the Los Angeles El Nino flood forecast 2 years ago, but it is forgotten that they completely blew it for Australia (who cared anyway).

Last but not least, the commercial media publish much about weather. Weather sells advertising, Nielsen ratings hinge on it, and it makes great "infotainment". But think about it—today's forecast in The Washington Post has to be in print the night before, so when you read it, it's actually a 24-hour plus forecast made (by Accuweather in State College, PA) yesterday. Everybody complains (to me) about them, but hey, they're not mine. Nobody seems to know how accurate

they are, and Bob Ryan (WRC Channel 4) says he would never reveal performance to his competition anyway (a male trait). So let me show you how to verify forecasts. Newspapers are a good source since they tend to stick around – less work.

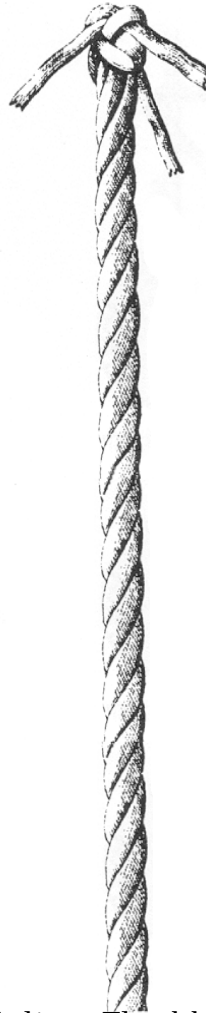
Recipe for weather mayhem: cut out 6-day outlook, paste just above yesterday's cutout, be sure to align by day of week. Also cut out yesterday's observations and paste to the left. Read the "valid time" forecast from left to right along rows, read actual time from bottom to top along columns. Take two aspirin and don't call me in the morning. – Dr. T

Consider our first freeze this season on Wednesday morning, 17 Nov 1999, at Reagan National. Very cold temperatures here are associated with large, dense high-pressure air masses which descend upon us from the North. These "zephyrs" move like semi-trailer trucks; they travel in fairly straight lines and everything else is pushed out of the way (even hurricanes). Cold air outbreaks are some of the best (and easiest) forecasts, and this freeze was forecast 6 to 10 days ahead. On the other hand, 50's and showers were forecast for the next weekend, but it was sunny and 70's! Tim's was great and there was ample dock space for *Dream Catcher*, *Saint 'N Sinner*, *Lizzie Bitz*, and *Kitt 2*.

Snow forecasting is another matter altogether. Some other time.

*Editors' note: Scott really is a meteorologist with Raytheon, and he teaches Climate & Meteorology at George Mason University, where he is known as "Dr. Trouble".*

## Know your knots



Calista Flockknot

## Pat Steele's Award-winning Apple Pie Recipe

Start with two frozen deep pie crusts

Pre-heat oven to 425 and let pie crusts thaw about 15 or 20 minutes. Bake one pie crust for 15 minutes and then remove. Do not overcook..

While making pie filling put the oven up to 450.

Apple pie filling

6 to 8 cups of apples (½ Granny Smiths, ½ MacIntosh) (this mix makes the best pie)

½ to ¾ cup sugar (depending on how sweet the apples are)

¾ teaspoon of cinnamon

1 tablespoon of butter

Peel, core and cut up apples and put in large bowl. Then take sugar and cinnamon blend together and put in apples; stir; make sure sugar and cinnamon are coated over apples. Put all ingredients in cooked pie crust. On top of apples dot the butter. Take the uncooked pie crust and put on top and flute the edges if possible. Then cut 5 or 6 x's with knife and dot butter, sprinkle with more sugar and a little more cinnamon. Bake 450 oven for 15 minutes and then turn down oven to 350 and cook another 45 minutes.

# Organizing to Help our River

by Jim Ball

As most of you know, there has been a growing concern about the shoaling of the Occoquan Channel. There is some debate on this, as some of the groundings and damages sustained and reported this year may have been from boaters who have gone out of the channel. However, that is not the case with another number of our members who have sworn to be in the channel and struck bottom, an object on the bottom, or churned up copious amounts of mud in their wake. Those members include me as I was coming in one day, mid channel, just out from Conrad island. (Conrad is the little strip of island(s) that we pass in the channel off of Belmont Bay, as opposed to the little island out in the middle of Occoquan Bay which is Smoots island)

Over the past month I have spoken with numerous members of the Occoquan River community; both commercial and recreational users of our river, and concluded that there is a problem. The commercial users have had to increasingly lighten their barge loads and operate at mid or high tide to avoid problems. Commercial towers report several dozen groundings and recoveries in the area. Our own members and other boaters have gone aground and hit things. One sustained over \$14,000 damage.

As we understand it, because the Occoquan is a Coast Guard approved and maintained navigable channel all the way to the Rt 123 Bridge, the Army Corps of Engineers is supposed to be responsible for maintaining the river channel to a depth of 7 ½ feet at Mean Low Low Water (MLLW). We don't know about the width requirement yet. Also, as far as I can determine, there has been no Corps maintenance of the channel for over 20 years. My theory is that over the years, continuing build up of silt has begun to trap logs and other debris, and that the outer channel, in places, is much less serviceable that it is supposed to be. Of course, we owe a debt of gratitude to the Captain Tom tug (Salisbury Towing) for blowing it out regularly, but after a time, even that operation may not have sufficed to keep the channel free and clear.

To address this problem (and some others of mutual interest to the Occoquan River Community), a coalition of commercial and recreational interests is being formed. The Occoquan River Maritime Association (ORMA) will coordinate the mutual interests of both commercial and recreational entities related to economic viability, safety, and environmental health of the river. ORMA will operate through volunteer committees with delegates from interested organizations, and has several objectives:

- ! Coordinate resolution of the problem of the Occoquan River Channel Access (ORCA Committee).
- ! Coordinate the inevitable extension of the no wake zone beyond the site of the Belmont Bay marina in development (Safety Committee).
- ! Coordinate the Occoquan Blessing of the Fleet event (BOF Committee).
- ! Coordinate participation and support of the annual

Occoquan River Spring Clean up (Environmental Committee).

- ! Coordinate information and education programs oriented toward safe boating and other safety matters associated with the river in conjunction with the Coast Guard Auxiliary, Fairfax Marine Patrol, PWC Sheriff, Potomac River Rescue Association, and others (Safety Committee).
- ! Investigate support to the town of Occoquan for establishing a river access "Port of Occoquan" for the boating community to visit and take advantage of the many restaurants, shops, and other activities offered by this historic town (Port Committee). (Watch for a coming article on the Occoquan in Chesapeake Bay Magazine).

OYC members interested in representing OYC on any of these ORMA committees are asked to contact Commodore Peggy or me to discuss their interests.

Back to the ORCA (shoaling) problem, we have contacted and have the verbal support of most of the major commercial concerns on the river as well as the three yacht clubs (PWYC, FYC, and OYC). We have made preliminary contact with county supervisors on each side of the river. We are in the process of obtaining letters of support from these organizations and, when we have good, solid documentation of support will then take action to have the Corps of Engineers do a survey of the river with an objective to get it dredged where it is necessary.

Meanwhile, recognizing that most are finished boating for the year, keep in mind when you use the channel until we can get action, stay out from the red daymarkers a ways, because they are on the edge of the original channel, and the water is not necessarily deep right up to them. Most reports indicate that the channel is

narrowing from the north side, so keep out from the red markers.

I will keep you informed on the progress of our efforts in each newsletter and via e-mail. Meanwhile, I have set up an ORMA web site that you can check at:  
[www.geocities.com/jamesball.geo/ORMA.html](http://www.geocities.com/jamesball.geo/ORMA.html).

## Gordon Cawelti recommends...

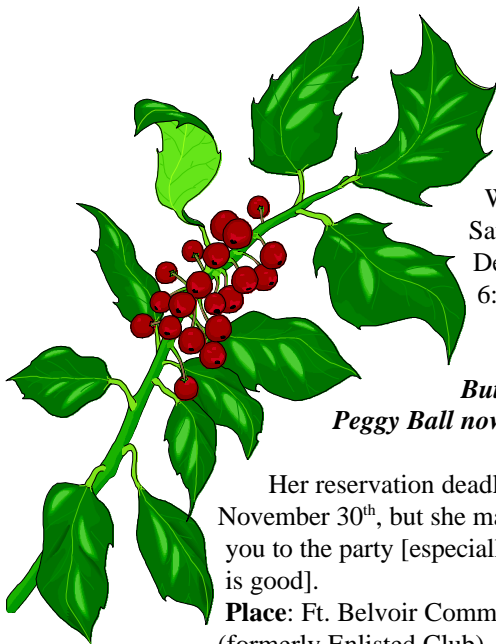
OYC past secretary Gordon Cawelti recently reviewed for OYC readers a book on the adventures of Antarctic explorer Ernest Shackleton. We thank him now for letting us know that "The Endurance: Shackleton's Legendary Antarctic Expedition" is showing at the National Geographic at 17th and M Streets until February 6.

The exhibit tells the story by film and other artifacts of this ill-fated expedition which trapped the crew in ice for more than two years before Shackleton got them out by an 800 mile trip to South Georgia island in a small whaler.



Not a real good day for commercial shipping or boating.

# Last Call...



..to sign  
up for OYC's  
Annual Holiday  
and Change of  
Watch Party,  
Saturday,  
December 11 at  
6:00 p.m.

**But you must call  
Peggy Ball now, 569-2159.**

Her reservation deadline was  
November 30<sup>th</sup>, but she may be able to add  
you to the party [especially if your check  
is good].

**Place:** Ft. Belvoir Community Club  
(formerly Enlisted Club), I-95, Ft.

Belvoir/Newington exit, Backlick Road to Fairfax County  
Parkway, south to U.S. 1, left on U.S. 1 to Penc Gate (main  
gate); inside gate take first left and an immediate right.

**Dress:** Black Tie Optional

**Schedule:** 6:00 p.m. - Cocktails and hors d'oeuvres (Cash  
Bar)

6:45 p.m. - Buffet Dinner

7:30 p.m. - Installation of Officers, Recognition of  
Event Coordinators

8:30 p.m. - Dancing and Karaoke by Donna

**Menu:** Chicken Breast with White Wine Mushroom Sauce,  
Sliced Sirloin with Mushroom Gravy, Seafood  
Creole, Baked Potato, Rice Pilaf, Green Beans  
Almondine, Tossed Salad, Rolls/Butter, Coffee/Tea,  
Assorted Desserts

**Price:** \$35 per person

*Today* call Peggy Ball, 569-2159, to make your  
reservation. Then, *today*, send your check payable to  
OYC to Peggy Ball, 6833 Spring Beauty Ct.  
Springfield, Va 22152-3111.

**Check out these nifty websites:**

**Occoquan Yacht Club:**

<http://members.aol.com/occoquanyc>,

**Ned Rhodes, Webmaster;**

**Jim Ball's boating website:**

[www.geocities.com/jamesball.geo/Boat.ht  
ml](http://www.geocities.com/jamesball.geo/Boat.html)

**Potomac River Yacht Clubs Association:**

<http://members.aol.com/prycanews/>;

**Chesapeake Bay Yacht Clubs Association:**

[www.cbyca.org](http://www.cbyca.org)

**Visit the Occoquan River Maritime Association page**

[www.geocities.com/jamesball.geo/orma.html](http://www.geocities.com/jamesball.geo/orma.html)

## OpSail 2000: The Nation's Celebration

There have been a number of  
questions regarding OPSAIL  
2000—the celebration of tall ships  
coming this summer. Here's the  
summary. For more information go  
to [www.opsail.org](http://www.opsail.org)

OpSail 2000's East Coast  
multi-port celebration will be the  
most inclusive of any tall ship event  
sponsored in the United States.  
Vessels from over 60 nations will  
participate in an eight city tour of  
the United States beginning in San  
Juan, Puerto Rico (May 25-29) and  
continuing to Miami, Florida (June 7-10); Norfolk, Virginia  
(June 16-20); Baltimore, Maryland (June 23-27);  
Philadelphia, Pennsylvania (June 23-27); New York, New  
York (July 3-9); New London, Connecticut (July 12-15); and  
ending in Portland, Maine (July 28-31).

Tens of millions of spectators will visit OpSail Ports and  
attend OpSail Events May 25 through July 31, 2000. The  
week-long New York event (July 3-9, 2000) is the centerpiece  
of the national celebration and is expected to draw  
approximately 4 million people to New York City. More than  
40,000 spectator vessels are expected to line New York  
Harbor during our nation's 224th birthday celebration. During  
this celebration, the world will see the longest parade of tall  
ships in history. Armadas from the United States Navy and  
Coast Guard will line 10 miles of New York Harbor and there  
will be an International Naval Review like none seen before.

The President of the United States will join with foreign  
Heads of State, the Mayor of New York City and OpSail 2000  
corporate sponsors aboard the official reviewing platform, a  
U.S. Navy aircraft carrier.

The July 4th activities will include the largest fireworks  
spectacular in history.

Six days and nights of events and programs are being  
planned to commemorate our launch into the century and  
mark the midway point  
to the millennium..

Events currently being  
considered include a  
parade up Broadway  
through New York's  
famous Canyon of  
Heroes; the OpSail  
2000 Global Village;  
an adopt a nation  
program; a laser  
spectacular above New  
York Harbor; a Tall  
Ships race; outdoor  
concerts as well as  
ship tours and sail  
training demons-  
trations [and possibly  
a dinghy regatta in  
Mattawoman Creek].



Tall ship on right reacts to being cut off and waked  
in the no-wake zone.





## PRYCA Delegate Comments

Jay Wilmeth

As your newly appointed Y2K delegate to the Potomac River Yacht Clubs Association, I am proud to announce the first PRYCA event of the new...er...year. (Aren't you sick of hearing millennium?)

Well, party-goers, it's time once again for the annual PRYCA Change of Watch Dinner Dance at the Sheraton Crystal City on January 29. This event is traditionally a favorite with Occoquians as we normally dominate the proceedings anyway. This year we are especially proud. For the first time, in a long time, one of our own sits regally at the helm as commodore. Yes, boat-lovers, Ms. Monica Lovell is this year's PRYCA Commodore, while Steve "Deep Pockets" Wexler remains as Treasurer, with Walt Cheatham joining the board as one of the notable Members at Large.

There's a wealth of information about the event in the large ad on the next page. Remember, the deadline is the 7<sup>th</sup> of January for your reservations and payment to me. Happy holidays to all.

## Little Winterizing Tips

by Jim Ball

*Because of its timeliness and relevance, the Daymarker is reprinting the following article, which first appeared in these pages in December 1998.*

Well, it's inevitable, it is time to protect the boat systems against the onslaught of winter. Winterizing is a chore we don't like for a lot of reasons, but winterize we must - unless you want to keep heat on all winter and take a chance of an ice storm and a power failure for long enough to get into trouble.

Winterizing primarily means displacing any water anywhere in your boat's systems that can freeze and protecting those mechanical contrivances from corrosion during their long winter's nap. With water systems, you either gotta drain it, blow it out with compressed air, or displace it with antifreeze and sometimes all three. Do the heads, the water system, the A/C system, and the raw water systems to your engines and genset.

If you want to make it easy in the future, put T-fittings on your intakes with a plug so you can easily attach the antifreeze line from your winterizing bucket\*. Don't forget to shut off your seacocks and take the turkey baster with a piece of tubing to suck out the water down to the seacock on all of your thruhull intakes and displace it with non-toxic antifreeze too. Around here the pink stuff which will take you to -50F should suffice.

Drain your potable water tank and put some non-tox antifreeze in it. Drain the hot water tank and wire the breaker for the water heater to the off position. Same for the Air Conditioning breaker once you've winterized that system. Safety wire will save you burnt out water heater elements and pumps if you, or somebody else, accidentally hits a breaker over the winter.

The other thing winterizing means is that your engines and genset are going to be sitting and trying to rust for a number of months in a hostile environment, and that your fuel is going to try to turn to jelly and varnish in your tanks and in your lines. So that means making sure you don't forget to use a fuel stabilizer and run it through your engines and genset before you flush them out with non-toxic antifreeze and fog them down.

Your engine needs to sit all winter with fresh oil, not contaminated oil, so change the oil and filters, and add some Militec to keep the innards from corroding\*. Once you've fogged the engines and shut them down, take the backfire flame arresters off to take them home to clean, and cover the carburetors with plastic bags to keep the moisture out.

Try to get as much bilge water out as you can, then add some antifreeze to the bilge or put some rock salt in it near the bilge pumps so they don't freeze solid.

Finally, decide if you are taking your canvas down and how to cover the boat. If it's on land, that's one thing, but if you leave it in the water, you need to be able to go aboard and check things. Remember that snow gets heavy, and you may need to brace your cover with wood ribs to keep the weight of the snow from tearing it.

Also take stock of how low your boat is in the water and how close any thru hulls on the side are to the water line. If you have some which are only a few inches above the water line, you should consider plugging them to prevent water from entering if the snow load sinks the boat down to the thru hull level. Remember for each 4 inches of snow, your boat will sink about 1 inch deeper in the water\*. If we get a real blizzard, you could have immersed thru hulls that freeze and crack, and when they thaw, you start taking on water.

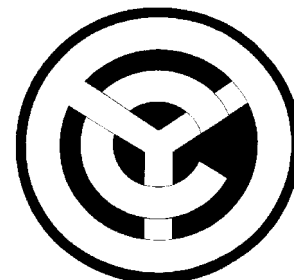
Top off your batteries with distilled water and make sure you charge them regularly during the winter.

Well, that's a real summary of stuff that I have had in a number of articles in the past; if you want to read any of those past articles indicated by the little asterisk\* above, just e-mail me [jball@erols.com](mailto:jball@erols.com) and I'll send you a copy. Hope I have reminded you of something you may have forgotten.

**12:00.... 12:00.... 12:00... 12:00...**

## Y2K Tips for Your VCR

If your VCR is not Y2K compliant, simply set the date to the year 1972. The days of the week are the same in 1972 as they will be in 2000. Maybe you can limp along with that old unit for another year. This tip should also work for other devices that are not ready for the new year.





## Secretary's Comments

Mary Lynn Snowman

**A Handy Person's Story...** One thing I have learned in life, no matter if you buy new or used, every man must make whatever he is buying "his." He has to put his mark on it! So when it comes time for us to buy a boat, I know that no matter what we buy, we're going to be putting more money and more time into it to make it "ours."

The money, I have no problem with, but the time...well, let's just say that I'm starting to envy some of my loss of time.

I truly enjoy my boat. But what I like the most about my boat is being on it, not working on it. I don't dream about fixing it up. I don't dream about pulling it in and out of the slip or cruising down the river, I just want to be on it. (I even enjoy being on it when it's in dry dock.)

When the captain of my boat says he has a project for the weekend he literally means the **WHOLE** weekend. Not only does he have one project in mind, he has enough projects in mind to keep us busy for the whole winter season. And of course he would like my help. Now, don't get me wrong, I knew when we bought this boat it was going to require some work, but I didn't know it was going to require so much of MY time. I thought the work would be done by someone else (namely my husband) and I would get to enjoy the results. Occasionally I don't mind helping, but not for the whole weekend and of course not when I'm in the middle of something else.

So one sunny, cool, breezy weekend, we started a major project. (Actually, this project took two weekends – thus two articles.) This was one of those projects where you had to bring down the table saw. And the circular saw. Get out the heavy duty extension cords. Stacks of this and boxes of that. And I'm sure we bought some new mechanical or electrical much needed piece of machinery that weekend. With all tools ready and the material ordered, delivered and on hand, Randy was ready to put up the acrylic sides on our lower helm. I on the other hand was ready to relax or go shopping.

We had gone the entire season without the sides on our lower helm and I just didn't understand the rush to get it done NOW. I have since learned that acrylic cuts (and bends) better when it is warm, therefore, it is better to work with it on an October day instead of a January day.

The first weekend Randy worked on the project Friday and Saturday on his own. But by Sunday he needed my help. Could I please not go shopping and help him with the project just for a little while? I hadn't been shopping yet so another hour wasn't going to hurt me. We made that one perfect cut with the table saw and we were done for the day. Or, so I

thought. My help was needed for just a little while longer. Too long for me. I wanted to go **SHOPPING!!!**

For the next two hours I helped Randy angle this, mark this and cut that... stay tuned for the finished story next month.

## Something to think about for next season

### Flag Etiquette



from Jim Ball  
(inspired by an article  
by Joe Hellner  
in CBYCA's Chartroom  
Chatter)

Nothing sets a boat off like a nice display of burgees and flags. But there is a wrong way and a right way to display them.

*Chapman Piloting* has an extensive discussion on the subject, but to keep things simple there are only a few things to remember. The display

represents the nationality of the vessel, who is on board and what organizations they represent.

First, the U.S. Flag or U.S. Yacht Ensign is always flown off the stern of a pleasure boat—not the bow, not the antenna, etc. The right size for the ensign is one inch of fly per foot of boat; it's tacky to fly a little flag on a big boat.

Secondly, the complicated issue of where to fly club burgees, officer flags, etc., is clarified by some simple rules. The club burgee should be flown off the bow, the officer's flag to the right of it in some manner. This follows

the ancient custom of military and nautical tradition that the field of honor is always to the right.

The flags you fly to starboard represent the offices of all aboard corresponding to your "official" club or organizational burgee. PRYCA or CBYCA Delegate or MAL flags represent a yacht club office. They are flown with the other home club flags, usually on the starboard side. If you and your mate both hold office, the higher-ranked office holder's flag is flown to starboard and the lesser ranked to port. (If there is a controversy on this, the rules of the road say to give way always to the first mate).

So what about the port side? The answer is all the other burgees and office flags of those aboard the boat (or the PRYCA flag, your state or college flag, your military service flag or that of your guest, etc.). Group club burgees and corresponding offices together, with burgees on top and offices below if you are flying more than one flag vertically. The rules also generally apply to Coast Guard Auxiliary and Power Squadron members except when Coast Guard Auxiliary boats are on official orders. Refer to *Chapmans* for details.

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### Santa Cruise to Occoquan

Come help the OYC accompany Santa from OHM to Occoquan again this year following the appropriate snacks, libations and festivities on OHM "C" dock starting a little before 11 AM this Saturday Nov 27. Bring some goodies, bring a boat, and prepare to blast off at 11:40 for downtown Occoquan with Santa aiming to arrive promptly at noon.

All potential skippers please call coordinator Walt Cheatham, 243-2340, so he can make sure we have a flotilla available. Bring your snacks and libations to share and make sure your horns work. See you there. Ho Ho Ho!

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## An invitation from PRYCA:

***OYC Members are cordially invited to attend the  
Potomac River Yacht Clubs Association  
Change of Watch Dinner-Dance, Saturday, January 29, 2000***

Location: Sheraton Crystal City, 1800 Jefferson Davis Highway,  
(Front of hotel faces Eads St.) Arlington, VA Phone: 703 486-1111

Parking: Complimentary

Dress: Winter Uniform or Business Suit; Black Tie Optional

Program: Cocktails, 5:30 PM - 6:45 PM  
Dinner, 6:45 PM - 8:00 PM  
Change of Watch, 8:00 - 8:30 PM  
Music & Dancing, 8:30 PM to Midnight

Entrees: Prime Rib or Chicken Roulades or Filet of Salmon

Cost: \$40.00 per person - Cash Bar

Register: Use coupon below. Send coupon and check payable to PRYCA to OYC's PRYCA delegate Jay Wilmeth, 13560 Northbourne Drive, Centreville, VA 22120-1787. This registration must be in Jay's hands no later than FRI DAY, JANUARY 7. Jay must turn in checks the next day, or we will get preferred seating out in the hall. Cancellations after January 15 are subject to full fare.

Staying overnight? Please call the Sheraton Crystal City, 703 486-1111 and ask for the PRYCA rate (\$89/night); reservations must be made by January 18 to secure the PRYCA rate.

***Please make your reservations now and join the fun!***

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### Dinner Registration Form—Occoquan Yacht Club

Name(s): \_\_\_\_\_

Dinner Selection(s): \_\_\_\_\_ Total Attendees: \_\_\_\_\_

#\_\_\_\_\_ Roast Beef #\_\_\_\_\_ Chicken #\_\_\_\_\_ Filet of Salmon

#\_\_\_\_\_ Total Attendees x \$40.00 per person: \$\_\_\_\_\_



Inside...

**Last call for the Change of Watch and  
Holiday Party, December 11;**

**First call for the PRYCA Change of Watch,  
January 27;**

**A quilt made from love;**

**Help for boaters: know your knots;**

**New Board forecasts a great year ahead**

December 11  
Change of Watch &  
Holiday Party  
Peggy Ball  
569-2159  
December 31  
Daymarker  
computer crashes at  
midnight  
January 1  
svtziglip froi  
kap#evo%zhev  
putzponk  
%(v\*v\$&~  
January 2  
(Call Bill Gates; on  
hold six hours)  
January 22  
Plantfest & Photo  
Contest at Gecko's  
Peggy Ball  
569-2159



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

**Change Service Requested**