



OCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125
Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979Y
Web site: <http://members.aol.com/occoquanyc>

Commodore

Janine Washington
703 590-3653

Vice Commodore

Peggy Ball
703 569-2159

Rear Commodore

Jay Wilmeth
703 968-9760

Secretary

Gordon Cawelti
703 960-4325

Treasurer

Gary Linck
703 494-7028

Quartermasters

Duane & Janet Jeirles
703 430-7282

Membership

Jim Ball
703 569-2159

Historian

Susan Von Schaack
703 339-6404

PRYCA Delegate

Teresa Sorrenti
703 590-6724

THE DAYMARKER Editor

Tom Coldwell
703 323-1675



Blessing of the Fleet— *Thee Seelegs* (r.) from Prince William Yacht Club was one of nearly 70 Occoquan River boats to pass astern of *Shalimar* to hear Chaplain Russell Gunter's moving blessing prayer.

Photo by Ned Rhodes

Commodore's Comments



Janine Washington

The Blessing of the Fleet on May 16 was a resounding success! Nearly 70 boats (by some counts, 100) converged on the Occoquan Bay in perfect weather to be blessed by Captain Russell O. Gunter, Chaplain Corps, U.S. Navy.

The entire event ran like clockwork. As I heard the announcements on Channel 16, a tingle went up my spine as things began to fall into place. It was quite an event and I would be remiss if I failed to thank first and foremost my OYC Board for their support and hard work in putting this all together. I'd also like to thank PC Tom Coldwell for providing *Shalimar* as the blessing vessel. I'd like to thank Steve Keeny of the Fairfax Marine Police Patrol for providing order and control (and for shooing away that sailboter who complained we were interfering with his ability to sail). I want to thank IPC Teresa Sorrenti and her husband Rick for recruiting the chaplain, playing host to

POTOMAC NEWS as well as their unwavering support and guidance. Last but not least, I'd like to thank Jim Ball and the U.S. Coast Guard Auxiliary without whom this event would never have taken place.

The OYC Breakfast Club

If you were hungry on the morning of Saturday, May 15th and you somehow managed to miss the breakfast aromas coming from OHM's newly built deck, your timing needs a little work! Candy and Al Clevenger along with Randy and Mary Lynn Snowman, Gary and Nikki Linck and our Chef-with-an attitude Steve Worcester put on one fantastic spread! Beautiful weather seems to be a recurring theme during my term as Commodore and this Saturday was no exception. Albeit a bit nippy when the team began setting up at 6:30 a.m., by 8:00 a.m. the sun began to shine and provide the warmth necessary to bring out the crowds. Candy is an extraordinary coordinator!



Vice Commodore's Comments

Peggy Ball

Boating starts with a BANG!

Wow! What a great start for the 1999 OYC boating season. The weather and attendance for the Flag Raising and the Breakfast were record setting. I just know this is only the start of a summer to remember.

I want to say a special thank you to Candy Clevenger and her able assistants Nicky Linck and Mary Lynn Snowman. They planned a breakfast like we have never seen. OYC cooks Randy Snowman, Steve Worcester, Gary Linck, Sean and Dannette McGurk were kept busy at the griddles cooking up special pancakes and waffles. When all was done, OYC'ers and their guests had all but licked the platters clean. Great Job Everyone!

There are more opportunities to play with your OYC friends coming up soon. There is a trip to Cobb Island June 19-20. Teresa Sorrenti has collected deposits and will be leading the group down the river to enjoy Cobb Island Days.

The 4th of July is being celebrated by OYC'ers all around the Bay and Potomac. We have boats heading to Washington to see the fireworks-both rafting up and in slips. There are 17 boats going to Annapolis as the start of the July 1-2 week cruise.

The best boating and party opportunity of the summer has to be the PRYCA Float-In held at Ft. Washington, MD. This is a gathering of 100+ boats from all over the Potomac just for the opportunity to eat, play, compete, eat, play, dance, eat, play-you get the picture. Details are in this Daymarker. Have questions? Don't know what we're talking about? CALL ME. This is truly an annual event not to be missed. Maybe we can win the PRYCA Cup back this year. We DO have a tradition to uphold for having the best time on the water.

Have some vacation time in August? Join one or both of

the weeks on the Bay with Susan Brown. She and Tom Shank have planned a trip with some great new and old stops. I hear the new water park is a stop not to be missed.

These are only some of the planned opportunities to start those engines and join your OYC friends. Remember there are unplanned ones as well. Just get on the radio, head out to the River and call "OYC! OYC! OYC!" Someone will answer, you will meet and presto, you have just started a spontaneous event.

Have questions? Afraid you may miss something? CALL ME(703-569-2159), E-mail me (Jball@erols.com), read the Daymarker! Your Board wants you to get out there and have fun on the water!

See you on the water. Cheers!



Rear Commodore's Comments

Jay Wilmeth

For those of you who have been counting the days 'till the June Daymarker arrives. For those of you who have been camped out by your mailbox in a Star Warsian pose gleefully anticipating the thrilling sequel to last month's Rear Commodore offering. For those of you who have no idea what I'm talking about -the wait is over. I promised you an answer to the oft-asked question that I posed last month in this column. I asked if anyone knew what a "Dolphin Striker" was. More importantly, do any of you have one on your boat?

Ah, but first I must tell you of the flood of threatening e-mail, crank phone calls, and snail hate-mail I received commenting on my somewhat rude and disparaging remarks about the current lexicon of modern boaters. I received no less than NO calls, as many as NO e-mails, and NO hate mail! What's going on out there? Does anyone read this newsletter?

The answer will be familiar to some, mystify others, and puzzle many: a Dolphin Striker is a seafood pizza with everything on it! So there you are. Now you can dazzle friends and fellow Daymarker readers with your nimble vocabulary prowess. We'll see.

What a great job Candy Clevenger and her band of co-workers did with the OYC Breakfast at Occoquan Harbor Marina. The pancakes and eggs were warm, the coffee was hot, and the beer was cold. What a country!

Class will out, Candy. You'll make a great Rear Commodore.

OYC's favorite websites:

Occoquan Yacht Club:

<http://members.aol.com/occoquanyc>, Ned Rhodes,
Webmaster

Jim Ball's boating website:

[http://www.geocities.com/ResearchTriangle/System/
3240/Boat.html](http://www.geocities.com/ResearchTriangle/System/3240/Boat.html)

Potomac River Yacht Clubs Association:

<http://members.aol.com/prycanews/>, Ned Rhodes,
Webmaster

Chesapeake Bay Yacht Clubs Association:

<http://www.cbyca.org>

The Daymarker

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Tom Coldwell, PC, Editor

Mary Ann Coldwell, Editor's Editor

Jim Ball, Circulation

News and other materials for publication are welcome from any member of OYC. The deadline for submission of materials to THE DAYMARKER is the 20th of each month.

If possible, please submit copy by e-mail to:

coldwell@erols.com

Fax service is not available. 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 20th of the month.

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



Treasurer's Comments

Gary Linck

The OYC All-You-Can-Eat breakfast was a big hit thanks to everyone's help. My wife Nicky had volunteered to help set up the breakfast starting at 6:00 on Saturday morning. That means we all had to get up around 5:00 am to make it to OHM on time. Blurry eyed, dog tired, and low on coffee we made to OHM on time. It was a beautiful morning and several OYCs showed up to help.

First order of business was to get the coffee going and Mary Lynn Snowman somehow knew the correct formula. Second order of business was to find the case of Half & Half that Candy Clevenger purchased. Third order of business was to find the fuse box to re-set the circuit breaker after we quickly blew all of the power from the griddles being plugged in at the same time. We quickly found a nice powerboater who offered to loan us a long extension cord so we would have power again. I quickly found the closest power source available to get the coffee brewing again.

We all did an excellent job setting up the tables, preparing the food, and serving our guests. What a team! It was the best turn out in OYC's recorded history of this event. What made this event so successful, you may ask? It might have been the beautiful flyers that Candy made for this event. Maybe it was Candy's selection of bacon or the extra special Linck sausage. It could have been those special black chip pancakes that "Slap Jack" Randy Snowman prepared. Or maybe it was the 40 dozen eggs cooked to perfection. Either way Candy and Al Clevenger did an excellent job with this event and I recommend they do it again next year! I would also like to thank Dickie Lynn at OHM for re-setting the circuit breakers and letting us hold this event at his marina.



Flapjacks and happy Jacks (and Jills) –OYC, PWYC and OHM resident boaters turned out eager and hungry for OYC's annual cookout at OHM. *Photos by Dave Moore*

were already three deep. In any event, we made our way alongside, under the watchful eye of three cruisers holding water and looking for a spot, and tied up alongside his 50 foot yacht.

The social phenomenon you observe there is very interesting. The Sequoia Bar overlooks Watergate and the Kennedy Center, and clearly is the "in place" at the moment judging from what seemed like 5,000 young upwardly mobile DC people plus quite a bunch of prom kids. Two other bars also crowded people in what I call the great "meat market." It was amazing to see so many beautiful young people looking each other over, and that also included one eyeing me who was male.

We think the menu at the Sequoia is one of the best even though it is high volume, and I commend it to you if you want lighter but interesting fare. But you ought to try it on something other than a weekend evening if you come by boat.

My friend help me execute a neat egress as *Class Act* was pinned in on both sides by rows of boats which by now were four or five deep. How great it is to have folks like him—and you OYC members—who know what they are doing in the wonderful world of boating!



Secretary's Comments

Gordon Cawelti

Some of you may not have experienced a beautiful May evening in May at the dock in Georgetown, and since Dodie and I recently did just that, perhaps you will be interested.

If you arrive after about 4:00 p.m., you better know someone who will let you tie up alongside their boat. One of our City Marina friends routinely heads up at about noon on a weekend so he is assured of a spot at the dock.

The dockmaster in Alexandria told me that indeed he had left at noon on that Friday, so we headed up and, arriving at the scene, spotted him waving us in. This was about 5:30 p.m. and all spots at the dock were not only taken, but several



PRYCA Delegate Report

Teresa Sorrenti, IPC

PRYCA Float-In at Fort Washington

Before you fill out your registration form from the May Daymarker (and now repeated in this edition) and send your check for the PRYCA Float-In, be advised the prices have been REDUCED as follows: The meal tickets for adults are now \$40 and for children 7-14, \$20

The money gets you a great Saturday buffet, dancing that evening to a great DJ and a "Washington Best" Sunday morning brunch. All this plus the events, a great big tent to stand under, and good fellowship. Last year we had 100 boats and 220 people, with OYC having the second highest attendance. Let's make sure OYC is again well represented so we can have a great to reclaim the PRYCA Cup!

News what might have be...

OYC cruises on Memorial Day weekend

Approximately 13 OYC boats cruised to Port Kinsale on the Yeocomico River this past Memorial Day weekend. This was the first "long distance" cruise of the season, ably coordinated by our legendary (and gleefully boatless) PC Steve Wexler.

The weekend started off routinely with several boats leaving the Occoquan area a day early. *Impulse* and *Shalimar* dashed down the Potomac racing to get the best slip. *Cheers* waited until the last minute on Saturday, hoping in vain that Coordinator Wexler would change his mind about going with them.

Evermoore studied for Power Squadron exams on the way down river and wiped out 17 eel pots. *Touch of Fate* got confused and lost in the Wicomico River instead of the "Yeo." *Moonbeam* and *Razadaz II* slid down the Bay ridding themselves of Patuxent River crud in favor of some of the Potomac stuff. New member boats *Seaquester*, *Kristie II* and *Dream Catcher* spent their time on the radio trying to figure out how to stop payment on their membership checks. *Guardian Angel* was, at last report, still on plane somewhere over Tangier Island. *Going Nowhere* stopped off for their kids to play in the Dahlgren, Colonial Beach and Cobb Island pro soccer circuit. *Oasis* ran a quart low on oil, which Candy replaced with leftover pancake syrup.

When everyone finally showed up, it was another great weekend at Port Kinsale, especially the crabfest on Sunday afternoon and Sunday night dinner at the Moorings restaurant, Wexler picking up the check, of course.

It was unseasonably (hot) (cold) (wet) (dry) (deep) (shallow) [check all that apply], so there was ample time to read, swim, dinghy, swill cheap wine, hike, bike, trike, fish, eat, sunbathe or sell stee sories. [Again check all that apply.]

Everyone agreed (of those who made it back to Occoquan) that it was a highly enjoyable weekend, thanks again to Steve Wexler.

Welcome to our newest members

Bill & Roberta Oller, of Woodbridge, VA, who keep their 30' Maxum *Knightsbridge II* at OHM.

Bob & Betty Zaegel, of Arlington, VA, who keep their 33' Rinker at OHM.

Tom & Judie Hemingway, of Springfield VA, who keep their 31' Chaparral at Pilot House.

And welcome back to old members

George & Ginny Frank, of Woodbridge, VA, who keep their newly acquired 38' Chris *Providence* at Hoffmasters.

The Datemarkers

Anniversaries

Paul & Maria Koenig, 6/6

Dave and Sandra Rolston, 6/8

Joel & Paula Bailey, 6/9

Tom & Betty Reed, 6/9

Bob & Jan Wilcox, 6/15

Pat & Ray Steele, 6/16

Al & Candy Clevinger, 6/18

Nabil & Lucy Dubraque, 6/19

Dick and Pat Garverick, 6/19

Steve & Mary Jo Worcester, 6/21

Bill & Marylynn Dalgetty, 6/22

Birthdays

Betty Zaegel, 6/2

Bill French, 6/5

Myndi Harbin, 6/9

Mary Jo Worcester, 6/15

Bill Oller, 6/20

Peter Kuzma, 6/29

Mary Lynn Snowman, 6/5

Audrey Puckett, 6/7

Gary Walsh, 6/10

Al Clevenger, 6/19

Jan Jeirles, 6/29

Steve Stott, 6/29



Rumor about the new *Saint and Sinner*.—Some say that Steve and Mary Jo have opened a new daycare center to pay for their new yacht.

Photo by Gary Linck

One Knot = \$160

by Ned Rhodes

This club has meant a lot to Arleen and me. It has meant buying an ice maker when we didn't need one. It has meant that we can never go back to the St. Mary's River without the phrase "Houston, we have a problem." It has meant that stopping for lunch and having "Chicken salad" has new meaning. And it has meant that our respectable 18 knot cruise is because I am a cheap bastard. Well, you are only half right there.

Ever since we bought *Impulse*, we have had a problem with uneven fuel consumption from both tanks. Yes, I know the generator is on one of those tanks, but this is a difference of 30-40 gallons over the course of a tank and way too much to be due to the generator alone. And I have always had a difference in the wide open throttle (WOT) readings on each engine. We've checked the carburetors, we tuned the engines, we timed the engines and we changed the sheets. Nothing we did had any effect.

Over the winter, I had OHM pull the props and I took them over to Black Dog Props on Kent Island. While I watched, they measured the pitch of the blades of each prop and then printed out a graph of each prop. I had wanted to include the before and after graphics, but the Daymarker editor said that since he did not [care to -Ed.] understand them, no one else in the club would. Suffice it to say that these graphs are VERY interesting and far more fascinating than any Loran Cruise of 1988 article.

What the graphs showed was that I did not have 20 inch diameter props, but that they were really 19.5 inches. And they showed that the pitch was not 20 inches, but 18 and 19 inches. And guess which engine was spinning the 19 inch pitch. Hint: the one using the most gas.

The next step was to figure out how to fix everything. What I had discovered during a throttle-to-the-firewall run at the end of last season was that one engine would hit 4600 RPM and the other would only go as far as 4400 RPM. All of this produced a top speed of 26.5 knots. The suggested WOT range for my engines is 4000-4400, so I had one engine exactly on and one that was high. The decision we made was to shoot for a WOT of 4200 (middle of the range). Black Dog's computer then suggested that we pitch the props to approximately 20.5 inches based upon the measurements and desired operating range.

I can report a few things now that I have used the reworked props for the first part of the season: 1) WOT on both engines is approximately 4200-4300 RPMs. 2) I have picked up three knots at my desired cruise RPM of 3200 (from 18 to 21 knots). 3) The slight vibration I used to have has been minimized. 4) I picked up 2.5 knots at the top end (29 knots top speed). 5) Fuel consumption appears to be even on both tanks, but I will know better after the Memorial Day Cruise.

And there is no truth to the rumor that I did all of this so that I could cruise faster than the new *Saint 'n Sinner*. This has all been for the sake of science.

Hurricane season is on the way

Hurricane season is fast approaching, and it's time to plan how to protect your boat from a storm's furies, says BOAT/U.S.

Because of El Nino, last year was relatively calm hurricane-wise for the U.S., but this year, watch out: La Nina has replaced El Nino. Colorado State University hurricane forecaster Dr. William Gray predicts a worse than usual season, with 14 named storms (average is 9.3) and nine hurricanes (average is 5.8).

Hurricanes can affect boats five ways. The storm surge can raise the water level far above normal high tide. Winds can range from 70 - 200 mph and, as the speed of the wind increases, the damage it causes increases at a much greater rate. Waves, even in protected harbors, can build to surprising heights. Most hurricanes bring at least 6" - 12" of rain in 24-hours, and often much more. Finally, hurricanes sometimes spawn tornadoes and water spouts.

Boat owners can do two things now, long before a hurricane approaches, to help ensure their boats get the best protection possible during a hurricane. First, make sure you have everything you'll need to secure your boat—extra lines, chafe protection, fenders, anchors, duct tape and port plugs. Second, decide where to keep your boat in case of a hurricane and figure out how to get it there.

What the Chaplain said...

Following is the transcript of the invocation delivered on VHF Channel 71 by Chaplain Russell Gunter at the beginning of the Blessing of the Fleet on May 15:

"O Eternal Lord God, Sovereign Commander of all the World, who alone spreads out the heavens and rules the raging of the sea; at whose command even the wind and sea are still—we invoke Your Presence as we gather today to mark the beginning of the boating season on the Occoquan River.

"We ask You to take into Your almighty and most gracious protection those who embark upon these waters. Grant that they will always travel in safety. Preserve them from the dangers of the deep and from the violence of the storm; and may they always invite Your hand to steady their helm. May their comings and goings with their families and friends be without mishap, and may their returns to safety of the harbor be attended by their sincere thanks for Your Keeping Grace.

"May we always recognize in the wonders of the water the hand of the Creator whose word brought all this beauty and mystery into being and for whose pleasure even we were created.

"We also pause to pray for the men and women of the Coast Guard and local marine patrols who stand ready to lend a helping hand in distress. Care for them as they undertake to care for us.

"And now, remind us, O God, that we can never flee from your Love. You art with us. May we see You in every wave of the sea, in every wind and cloud of the air, and may we always give You thanks for the wonderful world You have made. To You we offer thanks all our days. Amen."

Fuel Conservation Tips It is easier than you think to be a fuel conserver. The California Department of Boating and Waterways, in cooperation with the Northwest Marine Trade Association, has prepared this document for the fuel-conscious boater. By following these tips, you can save money and fuel!

Balance Your Load

This enables your boat to get on plane quickly and reach desired speed without plowing or porpoising.

Use Your Weather Eye Avoid false starts if prevailing air and sea conditions are questionable. Brisk winds and heavy chop siphon fuel tanks.

Check Your Propeller

A damaged prop will waste fuel. Keep propeller blades clean and in good condition. Also adjust diameter and pitch for the level of activity you use most.

Avoid Excessive Idling

Whenever you have to stop, turn off the ignition. A warm engine restarts easily without choking.

Slow Down

High speed runs can be exhilarating, but a wide open throttle can increase fuel consumption by 50% or more over mid-range speeds.

Watch Your Weight

The lighter your boat, the less horsepower required to propel it.

Plan Your Trip

A true course is the shortest, and any reduction in running time is fuel saved.

Take Shorter Cruises

You don't have to travel a hundred miles to enjoy the water. Visit those spots closer to home. Once you are there, enjoy water related activities such as fishing, sunning and exploring.

Tune Up Your Engine

Proper ignition timing and clean spark plugs assure extra mileage. Inspect the carburetor for proper float level, correct jetting and smooth choke operation.

Check Your Trailer

Keep car and trailer tires properly inflated. Don't overload or use too small a trailer. Lubricate wheel bearings. Try to get in and out of the launching ramp area with a minimum of idling..

Check The Tides

Boating against the tide is like running against the wind - it takes more effort. Make the tides work to your advantage. It can save your fuel.

Clean Your Hull

Keep a slick bottom. A clean hull means reduced underwater drag.

Source: Sea-Power Marine web site

<http://www.sea-power.com>

As reported in Mount Vernon YC's newsletter The Beacon