



## 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>

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The Commodore and 1999 Board, Occoquan Yacht Club,  
cordially invite

Occoquan Yacht Club members and guests to the

## 16th Annual Flag Raising

Inaugurating and Celebrating

the 1999 Boating Season

1200, Saturday, May 1, 1999

Occoquan Harbour Marina

Coast Guard Auxiliary Safety Inspections 1100-1200

Cookout Luncheon on the OHM terrace 1200-1400

Prince William, Fairfax & Occoquan Yacht Clubs  
cordially invite their members and friends  
to the

## Occoquan River Blessing of the Fleet

A glorious weekend of boating fun and friendship

May 15-16, 1999

Saturday, Breakfast at Occoquan Harbour Marina parking lot

All you can eat, \$5.00, 8:00-10:30 a.m.

Saturday evening, Hot Dog Cookout at Prince William Marina  
(Time to be announced)



### Commodore's Comments

Janine Washington

**It's Spring and a Commodore's Fancy  
Turns to Boating!** *Cool weather. Warm  
weather. During the week we have*

*temperatures in the 70's. On the weekends it's  
fifty degrees.... I'd like to get my hands on the  
groundhog that predicted an early spring and  
drop kick his furry little.... Oh! Hello there! I  
didn't realize I was thinking out loud again.  
According to the calendar it's the end of April.  
When you step outside it's more like March. I  
think we can officially dub this boating season*

"the season that required a jumpstart." And jumpstart is exactly what we're going to do! As we went to press, the Early Bird cruise participants (about 10 boats) were busily outfitting and provisioning boats for the weekend's Early Bird shake down cruise to Gangplank Marina. They even braved the NATO crowds to enjoy an evening at the theater. If anyone can get spring into gear, Susan, Eugene and their band of merry OYCers can.

### The Big Boom Theory

On Saturday, May 1 at noon, the Occoquan Yacht Club will bring in the 1999 boating season with a BOOM! at our 16<sup>th</sup> annual Flag Raising Ceremony. This year's inauguration will be held on the terrace at the Occoquan Harbour Marina.

At approximately noon, we'll run the OYC burgee up the flagpole, we'll let Rick play with matches long enough to shoot the cannon and I will announce the official start of the 1999 boating season. The club will provide hot dogs, hamburgers (both with buns), and all the fixin's as well as sodas and beer. Please bring a side dish (e.g., garden or pasta salads) or a dessert (e.g., triple-decker chocolate cake with whip cream and strawberries and... oh, excuse me...) to share.

If it rains we will move to Gecko's covered deck (cash bar) or stand under the club tent (club beer, soda and water, lots of water).

Our guests will include the Fairfax Marine Police, the Potomac Marine Towboat Captain and the Coast Guard Auxiliary. They will be on hand to say a few words about boater safety and to answer any questions you might have. If you float in, be sure to take advantage of the opportunity to get your Coast Guard Courtesy Marine Examinations (CMEs).

A raft-up at Mattawoman is optional, weather permitting.

### Occoquan River Blessing of the Fleet

As many of you know, the Occoquan Yacht Club, along with participants from the Prince William and Fairfax Yacht Clubs will sponsor an Occoquan River Blessing of the Fleet (BOF) on Sunday, May 16, from noon to 2:00 p.m. at the Occoquan Harbour Marina.

The festivities will begin on Saturday, May 15 (at 8:00 a.m.) with the annual OYC Breakfast Cookout/Yardsale at OHM. This is an all-you-can-eat breakfast for the low, low price of \$5.00 per person. As always, we could use volunteers to prepare food, cook, set up tables, cook, collect money, cook and serve. We are expecting a healthy turnout as the event will be advertised between the three clubs.

If you are interested in flipping flapjacks please contact Candy and Al Clevenger (273-3073) or Randy and Mary Lynn Snowman (301-869-2885).

Prince William Yacht Club (with the assistance of Fairfax Yacht Club), will host a potluck/cookout on Saturday evening at the Prince William Marina. A limited number of slips are available for float-ins. It was decided that Saturday evening for the potluck would be better than trying to do this on a Friday night as had been previously reported. There was also some talk of a nominal charge so that PWYC could provide hot dogs and hamburgers. Details will be provided as soon as they are finalized. The PRYCA Pre-Blessing Dinner/Dance will be going on at the same time at Columbia Island Marina. You'll have not one, but two fabulous evening events to choose from!

On Sunday, a Navy chaplain will be stationed at a

reviewing stand at the Occoquan Harbour Marina. The boats from each of the three participating yacht clubs will proceed from their home ports toward OHM in parade fashion. Each boat will pause in front of the chaplain while he bestows his blessings. The boats will then proceed toward the Potomac River so as to avoid any impediments to normal boater traffic flow before returning to their home ports.

Radio communications amongst the three yacht clubs will be maintained on VHF channel 72. Occoquan Blessing Control will monitor VHF channels 16 and 72. Each yacht club will need to name a point-of-contact (POC) to communicate with Occoquan Blessing Control. Intra-yacht club communications will be maintained on VHF channels 68 and 71. For OYC, the participating Fleet Captains will be pressed into service to perform the POC duties.

Since we're doing this for the first time, or at least the first time in a long while, the plan is to do a scaled down version of the Washington Channel Blessing. This should be a no frills blessing (just line 'em up, bless 'em and move 'em out!).

### Full OYC club participation is needed!

There's a lot of enthusiasm for this event in the PWYC. FYC is expecting 20-25 boats to participate. We need to see at *least* that many from OYC! The OYC Fleet Captains will be briefed on all BOF updates. Please see your Fleet Captain or any OYC Board member if you have questions or need further information. There will also be frequent updates via e-mail so if we don't have your e-mail address(es) send them to Membership Chair Jim Ball at [jball@erols.com](mailto:jball@erols.com).

See you on the river!



### Vice Commodore's Comments

#### Peggy Ball

Well another season is upon us and... *wait*, I have just received notice that some real boaters have arrived after a four day odyssey from Long Island in a new boat, so instead of my wishful boating, I am relinquishing my column space—and a lot more—to the voyage of *Top Cat*. See Page 5.

## The Daymarker

Published monthly by the Occoquan Yacht Club

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 20<sup>th</sup> of each month.

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

**[coldwell@erols.com](mailto: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 20<sup>th</sup> of the month.

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



## Rear Commodore's Comments

**Jay Wilmeth**

Most of you know that I am into wooden boats. Therefore terms such as skeg, git-rot, soaking, splinter, and mahogany are very familiar to me. Only recently have I had to deal with terms like gelcoat, epoxy, waxing, and blisters! Actually terms such as head, galley, salon, and bridge are new to me!

I am finishing up my first boating course. Now, I've been around boats all my life, but this is the first organized course that has had a glossary. *What happened to the terms I grew up with?*

Many of the boating terms are familiar to me, but there are terms and techniques that I've never heard before. Many of you will say that these are well known, and are saying to yourselves: "Get on board, Wilmeth. Welcome to the world of boating." Now, I don't know about you, but the differences among the terms ketch, yawl, and sloop can be mystifying especially if you are trying to impress your weekend guests as you make that panic turn to the Port to avoid that @ ! & # % red yawl that came out of nowhere and is on your Starboard bow! It's most important that you call it by its correct term as you wish the skipper ill will lest your guests laugh and spite you all the way back to the dock.

In the example above, it suggests that my boat is the "give-way" boat, and that the bilge scum in the @ ! & # % red ketch has the "stand-on" vessel. What ever happened to "burdened" and "privileged?"

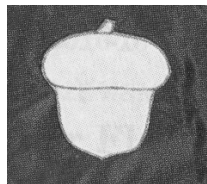
What the hell is "Freeboard" anyway? Yeah, I know where it is. But why?

I need to talk with the guys who do the US Coast Guard Auxiliary patrols. I wonder how many times they have actually heard a genuine *Mayday* call. I'm even more interested in how many times they have heard someone call *Pan Pan*. Or how 'bout the call *Securite*? Is it me or have I been living on Venus (or is it Mars), or have I been living in a cave all my life? Are these new terms? (Boy, am I going to get some crank E-mails now!)

Let me tease you with a term. This is one that I'll bet you don't use every day. How many of you have a "Dolphin Striker" on or about your boat? No fair shouting out the answer. Tell ya the answer next time.

## Overheard on the new *Saint 'n Sinner*:

1. With all that black smoke, Bill Petrey would be so proud!
2. What was that? Is there still a line left on?
3. The crab pots look so much smaller from up here!
4. You drive then while I go look to see if anything is leaking.
5. We can't take her out now, its too windy in the slip. I understand what Tom Coldwell means by that now.
6. That's the spotlight? I thought those were the trim tabs!
7. It's deeper than 3.7 feet here...Oops, that's our speed.
8. Yippee! Look honey, we passed a trawler!
9. It feels like you're going a lot faster when you stand on the aft deck.
10. Plumber's putty, that will fix it.



## Treasurer's Comments

**Gary Linck**

It was Wednesday March 31<sup>st</sup>, and we decided to dewinterize *Lovin' Life!* and enjoy the afternoon. Dani was out of school for spring break and Nicky had taken a few vacation days.

We had to fix a thumbscrew on one of the exhaust manifolds that had broken off last season. Somebody was pretty stupid to have over-tightened plastic thumbscrews with vise grips last season. I think that is why they call them thumbscrews. We used an easy-out screw kit that cost about \$3.50 and removed the screw in about 5 minutes.

We ran the blower, fired up the engines, and checked for leaks. We were ready to cruise to Tim's for some hot crabs for lunch. The last time we went to Tim's for lunch was December 5<sup>th</sup> and it was about 80 degrees. We had a great time with about 20 people from OYC. (Photo on Page 9.) I think we were all glad that we got off easy this winter and happy to be back on the water.

The channel was a bit shallow leaving the Occoquan and we were kicking up some mud. It looks like the channel had filled in a little over the winter season. (Just a note of caution OYCers) I quickly remembered what it was like to go fast again as we headed towards Tim's. I quickly headed for my hurricane hole to get away from the wind and brace myself for bumps. We only had a few 1- and 2-foot waves, and it was a short trip to Tim's, where there was only one other boat.

We practiced our docking skills a few times against the wind and tied up for lunch. I could hardly wait to take a cool dip on the clean sandy shores of the Potomac River. Gary found a nice stick and I was quickly in the water for a nice swim about a hundred times. Then it was time to eat some lunch. Nicky ordered some crabcake sandwiches and a dozen crabs to take back to the boat. Gary found the coldest beer in the freezer and we relaxed in the sun thinking about the summer to come. I quickly downed about 10 hush puppies and I think they might be better than milk bones. Gary cleaned a few crabs for Dani and gave me some claw meat—what a treat! Gary also made his own blessing of the crabs back to the Occoquan by throwing Old Bay seasoning over his shoulder into the river. We suggest that everyone do this so we can get the crabs to come back up the river this year.

We all enjoyed sitting in the sun, listening to the tunes, and watching the boats return to Tim's. The sun began to set so we decided to head home. To our surprise only one of the engines would start. Gary thought it was due to a low battery charge or maybe we cranked up the stereo a bit to loud. We slowly cruised back to the Occoquan on one engine and wondered if we could still beat Leo's boat *Sourcer-R* in a race? The port engine finally fired up when we reached the no wake marker. We have replaced the batteries.

Arf arf on the river!

*Written by Buoy Linck*





## Secretary's Comments

### Gordon Cawelti

Thus far our boating season has shaped up admirably starting with the fact that we were able to get our slip back on the B Dock at the Alexandria City Marina after another all night marathon in order to be early in line to apply. The lineup of OYC boating and social activities is again outstanding as we anticipate a couple of week long or better cruises. And it is quite probable that Dodie's occasional whining about the certainty of our course across the Bay will be reduced by my

purchase at last of a GPS. (I even used it to travel from Des Moines to Omaha by car even though staying on Interstate 80 was more important than minor variations in the course)

I am always impressed by the seriousness of purpose displayed by your officers as they plan the year's events for our 83 members and their families or friends. The variety of activities on tap will help you extend your boating skills, improve on safe practices, and interact socially with some great people as new channels and harbors are explored. Commodore Janine has set a number of goals that we will be pursuing during the new season in order to help assure your membership is worthwhile to you.

We hope you will avail yourselves of the many OYC events and get to know lots of members you don't already know. Hope to see you in May as the season gets underway!

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### Wanted: all those with a hearty appetite

### **OYC's Annual dockside breakfast, 8:00–10:30 a.m., Saturday, May 15**

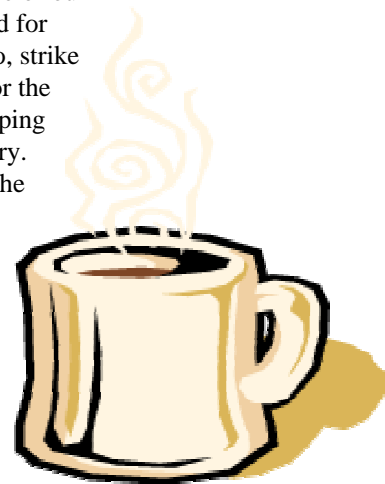
It will be a beautiful day, we're hoping, come Saturday, May 15, when OYC's chefs d'ashore fire up the griddles on the Occoquan Harbour Marina parking lot. Coordinators Candy Clevenger, Mary Lynn Snowman and their eager crew



will be flipping flapjacks and flinging lots of toppings—like bacon, sausage, fresh fruit—plus copious amounts of orange juice and coffee. Did we say copious? Well, it's like ALL you can eat for \$5.00 per person. See, they haven't raised their prices in years.

Breakfast will be served from 8:00 a.m. until 10:30 a.m. You really ought to make the scene. And all the while help raise needed dollars for one of our favorite charities, the Fund for Oppressed Yachtsmen. No, strike that, the booty just pays for the food, with the balance seeping into OYC's modest treasury.

Oh, one more thing, the crew is lonely and would like some *volunteers* to help set up and clean up—and in between help out with the cookin' and servin' and bein' sweet, y'heah? Please call Candy Clevenger, 273-3073, or Mary Lynn Snowman, 301-869-2885. They'll be so pleased





# “Bringin’ ‘er Round”—Voyage of the courageous and (sometimes) clueless

story and photos by Captain Jim “Magellan” Ball

It was a dark and stormy night, the wind was gusting mightily, and we would have been thrown around the cabin had it not been for the fact that we were strapped in. The intrepid crew of Captain Mitch “the Hook” Mutnick, his infallible Navigator Jim “Magellan” Ball, Helmsman *extraordinaire* Steve “Blackbeard” Donock, and Cockswain Henry “Brig Bait” Lovell were on the way to bring the new boat around from Long Island. Rain came in torrents, we lurched up and down, and finally we reached the port of Islip, Long Island. The airport that is.

We picked up the rental car; yes, unfortunately it was a car, not a truck, a situation that would become a challenge considering the entire truckload of baggage and stuff that we had brought with us on the airplane. It was on to provision the boat, Captain Mutnick bought out K-Mart in bedding, pots, pans, TV and other sordid stuff. Then we headed to the grocery store. By the time provisioning was done, there was no room in the car for crew and provisions, but somehow we did it.

Arriving at the marina, we loaded all the stuff under conditions of rain and darkness. The new boat, the 1990 Bayliner 43-footer *Top Cat*—soon to be renamed *Oracle*—was well appointed and had only 300 hours on her diesels. After a few beers and stowing gear, we finally retired.

The morning came quickly, and armed with every navigational device known to man, we set out of the marina. We had two handheld GPSs, loran, chartplotter, radar, A computer navigation program, three computers, and autopilot.. Only problem was that nobody knew how to operate any of it. We had more navigational power than the space shuttle, but no clue on how to get it all to work. The intrepid navigator, armed with straightedge, charts designed by a sadist, and his watch for a compass, plotted the courses that allowed the crew to make it the entire length of Long Island Sound into the jaws of New York City.

Also, during the night, the refrigerator had refused to get cold, but we recovered nicely by putting the beer in the freezer. One other minor problem was the shower didn’t want to drain, so after the first shower a great deal of fuss ensued with the bilge pumps. Similar to the navigation equipment, there were three, count ‘em, three bilge pumps all in the aft section within a foot of each other, and none seemed to work. We got out the bucket.

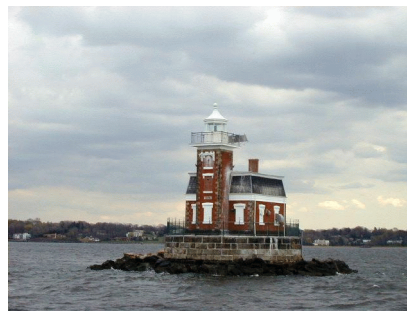
After about nine hours along the Long Island Sound, we put in to Manhasset Bay just north of the city for fuel, and Captain Mitch was greeted with gasoline prices for diesel



Intrepid mariners—Jim Ball, Steve Donock, Mitch Mutnick and Henry Lovell

(\$140/gal)—so we sang a chorus of “I love New York” to the dockhand. While fueling, the navigator engaged the dockhand in a conversation about the trip through Manhattan. He immediately brought up the subject of Hells Gate which the navigator had heard the captain speak of earlier when he showed me a current chart with 5-7 knot currents on it. Magellan timidly asked if it was a little rough, to which he replied that he had seen dead animals, boats with no one aboard come through the gate; he described it much as one might the Bermuda Triangle. I asked him how narrow it was and he

pointed from one dock to the next and indicated the width. He said he had seen a 55 foot yacht spin helplessly through it in a whirlpool, and if there was any other boat traffic coming the other way, it could be almost assured that there would be a collision. Armed with this knowledge we set off again for the dreaded Hells Gate.



Lighthouse at Throg’s Neck

Past a quaint old lighthouse, and under the Throg’s Neck Bridge we went. Blackbeard had armed his 9mm so we were unafraid of what lay ahead as far as pirates and boarders, but in the back of his mind, Magellan could not

forget the warnings of Hells Gate which lay somewhere ahead. Past Riker’s Island between the Brother Islands with the retired ferry boats, and Laguardia Airport. Then, there it lay dead ahead at the end in the river where the East River is formed by the raging torrents of two feeder rivers that produce whirlpools and eddies, beckoning the unwary and the unprepared. Lovell relinquished the wheel to Blackbeard, and we entered the dreaded waters. They boiled and churned around us as we narrowly missed Mill Rock in the middle of the confluence and were swept into the East River.

The turbulence eased and all of a sudden, we were cruising down the narrow channel between Roosevelt Island and Manhattan as the buildings towered over us. Past the U.N. building with the Empire State and



*Top Cat* passes the U.N. building

Chrysler buildings gleaming in the distance.

Then past Governor's Island we spotted, in all of her majesty, the Statue of Liberty. It is always a sight, but from a boat, as many of our ancestors first saw it, it is America. We passed Ellis Island first, then on by the venerable lady.

Looking astern, a cruise ship was bearing down on us out of the Hudson Channel. We moved out of the channel, with Lovell now driving, and cut in front of a large barge which we thought was not under way—but it was. Narrowly averting a collision, we sailed on to Sandy Hook for our first overnight stop at Atlantic Highlands. Making port, we attempted to get into the restaurant there, but unfortunately, we sent Blackbeard and Lovell in to make the reservations and were told that there were no tables available. After a walk to a great meal elsewhere in town, we returned to see many tables in the restaurant that had not been used that evening. Atlantic Highlands is a nice little town with friendly folks, except at the casino restaurant. It is at the Marina, but apparently they don't like boaters. It was here, in the Atlantic Highlands doughnut shop the next morning that Brig Bait Lovell earned his name when he tried to pick up the bagel babe—but that's another story.

The second day we braved the North Atlantic down the coast of New Jersey. First with 5 foot swells topped with 2-3 foot waves, which then changed into 4-5 foot waves as we passed Atlantic City and made for Cape May. By now we had the two GPS handheld units working, the Loran, Radar and Autopilot Working, the Digital Compass giving us headings, and none of them—repeat none of them except for the two GPS units agreed with each other. Again, the navigational skills of Magellan came through (you can probably tell who wrote this account of the voyage by now).. After 12 hours of pounding we entered the peaceful Cape May harbor and an outstanding marina. After a brief (2 ½ mile) walk into town past dozens of beautifully restored Victorian houses, we feasted at the Ugly Mug restaurant, and hoofed it again back to the boat.

Rising at Oh Dark Thirty so we could clear the swing bridge before it closed at 7 AM, we followed a Coast Guard Cutter through the Cape May canal which avoids the Atlantic-Delaware Bay confluence and ends at the Cape May-Lewes Ferry port.

Up the Delaware Bay, rather monotonous, save for the view of the Nuclear Power Plant, we arrived at the head of the Chesapeake and Delaware Canal. Through the canal, it was into the Bay and south to Solomons and Spring Cove Marina, which was accomplished uneventfully after another 12 hour day. Solomons was traditionally warmer and beautiful, and after some raucousness at the Naughty Gull, we retired for the final day of the journey.

Tuesday morning dawned bright as we headed out (to be strafed by an F-18 out of Pax River Naval Air Station) and headed southward toward the Potomac on a benign Chesapeake Bay. Rounding Point Lookout, we finally entered the Potomac.

The day was bright and beautiful, that is, until we got to about 15 miles south of the 301

bridge when a squall line raced across the Potomac and came close to tearing the bimini top off the boat. Donning rain slickers three of us held on to the tattered bimini while one drove the boat. The squall subsided at the 301 and the sun returned, but wind and waves were still against us, tipping buoys seaward in the 4-5 knot current.

At last we spied Mt. Vernon Yacht Club, but with the wind out of the Northwest, Dogue Creek was about dry. Deciding to try out his new "tunnel drives" Captain Mitch literally plowed ahead and *Top Cat* finally came to rest, nearly aground in its slip. We were home—wary but grateful having defeated death, Hells Gate, the North Atlantic, the bagel lady, and the ever wistful and wild Potomac.

## **The news is good**

### **Fairfax tax update**

This news story is upside down. The most important news comes at the end instead of the beginning

The following e-mail messages to and from PC Ray Steele provide a good example of what can be accomplished by concerned citizens backing a worthy cause. Ray was not the only boater involved; there were many others engaged in this issue. However, Ray's messages tell the story.

To: Sharon Bulova, Braddock District Supervisor

I'm sure that you are aware that Prince William County has removed the Personal Property tax on boats. Please consider supporting a similar action by Fairfax County during the upcoming budget cycle. Those of us owning boat slips at Fairfax Yacht Club are seeing a direct connection between the increased difficulty in selling or renting our slips and the decreased costs of owners keeping their boats in Prince William County. Those who would like to move to or remain in Fairfax County say that their savings on Personal Property Tax in Prince William County easily overcomes that desire.

The information I've received indicates that Fairfax County would suffer only a small loss in tax revenue on boats. Please consider my request and provide me with feedback as appropriate.

Thank you, Ray Steele



Mitch Mutnick's new boat at Atlantic Highlands

To: Ray Steele

Thanks for your message regarding personal property tax on boats. For your information the BOS [Board of Supervisors] is seriously considering your request as proposed by [Mount Vernon District Supervisor] Gerry Hyland. I'll let you know when there is something definite.

Thanks again for your note and interest.  
Sharon Bulova

To: Janine Washington

The Fairfax Board of Supervisors (BOS) decided on Monday [April 19] to reduce the Personal Property Tax on boats to 1 cent per \$100 of assessed worth. The BOS would have had to send a request to the state legislature if they had wanted to eliminate this tax altogether. They won't do that because the state provided Fairfax additional monies this session and it would look bad to eliminate a tax after requesting more money. Those Supervisors that voted against this motion did so because they were concerned about the message this vote sends to Richmond.

Ray Steele

So there you have it, the important news at the end—for all practical purposes an end to a burdensome property tax on Fairfax County boats. On the other hand, maybe the important news was boaters getting involved in the first place—in which case, this story is not upside down after all.



## PRYCA Delegate Report

**Teresa Sorrenti, IPC**

### Washington Blessing of the Fleet

If any one is interested in attending the Blessing of the Fleet in the Washington Channel, please contact me ASAP; registration and payment are due to PRYCA by May 7. Keep in mind that this event is the same weekend as our own first annual Occoquan Blessing.

There will be a dinner at the Columbia Island Marina (in front of the Pentagon) Saturday night May 15, with the 24<sup>th</sup> Annual Blessing on Sunday. OYC has a 2:00 (14:00) timeslot for assembling in the Anacostia to parade into the channel, and there are prizes for best decorated boats. In addition, if anyone has any names of friends and mariners who have passed away in the past year, the traditional laying-of-the-wreath ceremony can include those names; please let me know. If you are planning to attend, slips will be available for Saturday night at either Gangplank or James Creek with NO FEES. The dinner (with dancing) is \$17 per person (\$8 for those under 12). As always, Capital Yacht Club will have hamburgers and hot dogs for \$5 Sunday afternoon for those interested in tying up afterwards.

### PRYCA Float-In at Fort Washington

Yes, it is that time of year already: July 16-18, mark the calendar. In past years there have been over 100 boats gathered from multiple clubs up and down the river, competing club against club, mixed in with lots of food and music.

Festivities begin Friday night with a potluck and a chance to get situated before the activities on Saturday for the PRYCA Cup competition. This year in fact there is a Walk on Water contest (really) Friday night as a warm-up!

Saturday events include the boat building that was such fun last year, the traditional nautical scavenger hunt, navigation test, bosun skills (man overboard drill this year), and finally the dinghy race. OYC has been in first place, and it has been last, but we have ALWAYS had a great time.

Dockage is 75 cents a foot with \$3 (30 amp) or \$6 (50 amp) power. \$45 fee (\$22 for ages 7-14) covers dinner Saturday and brunch Sunday, both catered. Saturday night will include door prizes and a DJ for dancing under a huge tent; weather is not an excuse! If you are planning to attend, please send in your registration (inside the back cover) to me at 3401 Carly Lane, Woodbridge, VA 22192; form and checks (**payable to OYC**) are due June 30, so we only have the May and June Daymarker to remind you!

### Easter Seals Cruise

PRYCA will participate in the Easter Seals cruise on June 27 this year from Capital Yacht Club. Last year we got the word too late, but heard that this was a very rewarding experience. Easter Seals provides the insurance and chaperones/aides for each child; all you need to provide is the boat to give a child what may be their first nautical experience. Call Dottie Vallone (703) 836-1464 for more details. Baltimore and Solomons are having Easter Seals cruises later in the summer, if you are interested.



## Other items of interest

The April PRYCA meeting included Commodores as well as Delegates; below are some of the plans and news from other clubs:

Aquia is planning their 25<sup>th</sup> anniversary next year.

Landmark is cruising to Manteo, NC, this year.

National Potomac plans to hold their traditional October-fest and Oyster Roast this fall. They will have a cruise to Atlantic City this year.

Prince William has developed a safety class for First Mates.

Quantico has developed a "Things to do" before cruising using a grant from BoatUS.

Swan Point reports that Cockrell Creek is being dredged this year.

Tantallon is celebrating their 30<sup>th</sup> anniversary and has plans to try to buy their marina, refurbish it and turn it into a "dockominium," the same concept as Fairfax Yacht Club. Slips will be sold at a discount to members of PRYCA clubs, and they need firm commitments to show the bank. Contact Commodore Tom Andrews 301-567-5037 if you are interested.

PRYCA wants to know if you would support/want a Virginia license plate bearing a PRYCA name or logo. We need 300 auto owners to say "yes." Call me 590-6724.

## The Datemarkers

### Anniversaries

John & Kathy Corley 5/1

Stephen & Paula Wexler 5/5

Don & Diana Uber 5/7

Ann & Scott Shipley 5/28

Richard & Bronwyn Ziegler 5/28

### Birthdays

Teresa Sorrenti 5/4

Jack Ryan 5/5

Linda Bozoky 5/7

Ray Steele 5/11

Jane Mutnick 5/15

Steve Wooster 5/15

Charles Varrow 5/19

Dave Moore 5/26

David Wilks 5/4

Al Hobson 5/5

Ed Dodd 5/11

Lisa Kuzma 5/12

Tom Coldwell 5/15

Doreen Keating 5/17

Bonnie Fulford 5/22

Martin Betts 5/29

## Join us for Memorial Day Weekend

by Steve Wexler, Cruise Coordinator

Last month I discoursed about my winter, your boats with me aboard, and our Memorial Day Cruise to Port Kinsale Marina in the Yeocomico River.

Some of you read the article and responded. Some of you read the article and said "Steve Who???" Some of you read the article and asked the proverbial "Who Me???" And finally there's that tiny contingent that actually don't read their Daymarkers.

Well, here it is again in Read Easy format:

Where: Port Kinsale Marina in the Yeocomico River

When: Friday, May 27th through Monday, May 29th (It is an elective decision as to when you would like to start your personal cruise. For the engine challenged cadre of OYC boaters I guess you can leave right now! In any event the Marina will love to see you whenever you arrive, particularly *Courchevel*, whose entrance to Port Kinsale last year brought its own escort of rescue boats and towing dinghies.)

What: The OYC Memorial Day Weekend Cruise

The Schedule: Arrive when you can.

Saturday night - cocktail party on the pool deck (heavy hors d'oeuvres)

Sunday night - cocktail party on the pool deck (light hors d'oeuvres) followed by dinner at the Moorings.

When you arrive I will (in no specific order) ask how your trip was; laugh at your attempted docking maneuvers, assist you in refueling and Ask You If You Want to Attend Dinner on Sunday night.

Monday morning - Communal brunch at a site to be selected. (Essentially there will be three opportunities for you to share food and/or liquid refreshment with others.)

Deposit: \$10 per night made **payable to Steve Wexler**

(For those of you who are inclined you may increase the deposit to a more respectable level in recognition of my current boatless status.)

Registration: Fill out the form below and mail it with your check to Steve Wexler, 3601 Deerberry Ct., Fairfax, VA 22033

See you on the River!

## Registration for OYC Memorial Day Cruise-May 29-31

Boat Name: \_\_\_\_\_

Boat Occupants: \_\_\_\_\_

Number of nights \_\_\_\_\_ Arrival date \_\_\_\_\_ Your phone number: \_\_\_\_\_

Boat Length \_\_\_\_\_ (ft) Boat Width (i.e. beam) \_\_\_\_\_ (ft)

Power Requirements \_\_\_\_\_ one 30 amp. \_\_\_\_\_ two 30 amp.  
\_\_\_\_\_ one 50 amp

Preliminary (non-binding) estimate of number attending dinner \_\_\_\_\_

Enclosed is my check for \$10 advance deposit per night Mail to Steve Wexler, 3601 Deerberry Ct., Fairfax, VA 22033



# Registration for the Second One- or Two-Week Long Cruise-July 31-August 15

Boat Name: \_\_\_\_\_ Captain \_\_\_\_\_ First Mate \_\_\_\_\_

Other crew/guests (include ages of children): \_\_\_\_\_

We will cruise (circle one):    the first week                      second week                      both weeks  
Required Deposit                      \$70                      \$110                      \$180  
Boat Length \_\_\_\_\_ (ft)                      Boat Width (i.e. beam) \_\_\_\_\_ (ft)  
Power Requirements (circle as appropriate):                      one 30 amp                      two 30 amp                      one 50 amp

Enclosed is my advance deposit check: **payable Susan von Schaack-Brown** to for the cruise week(s) circled above

Please send this completed form and your check, no-later-than May 16, to:

Susan von Schaack-Brown, The Second Week Long, 9652 Eaton Woods Place, Lorton, VA 22079

## **Two weeks or one, we want you to come!**

### **A second, one- or two-week cruise planned, starting July 31**

by Susan Von Schaack-Brown, Cruise Coordinator

Join us on the "Second Week Long" cruise. If you want to do just a week trip, pick the first or second half of the voyage. Departing July 31 from the Occoquan River to Point Lookout Marina, the trip will take approximately 4.7 hours cruising at 15 knots. All distances in this article are approximates calculated by Eugene.

Leaving two days later, Monday, we head for Tides Lodge Resort. For you golfers, a two day stay gets you a free round of 18 holes. Our trip across the Chesapeake to Somers Cove for two days is just a hop, plane and wake away. At Somers Cove we'll plan to do All You Can Eat Crabs so don't count on the usual feasting at happy hour. For those who have not been there, don't forget about taking a trip to Tangier Island for a taste of days gone by. The final leg of the first half of the trip will bring us back to the Potomac and Dennis Point. There we can meet up with those who want to go on the second leg of the two week long and say goodbye to those who came along for the first half. We plan to have a Luau to welcome and say goodbye to all.

The second part of the voyage takes us to Spring Cove at Solomons for two days. Then on August 10 it is off to St. Michael's Harbor Inn. On August 12 we head for the Rod and Reel. Believe me it will be a great time for all. There is a water park across the street, three restaurants and bars within stumbling distance, a museum, and a Tim's River Shore beach and cabana look-alike. After there since we will be water- surfing most of each day, we'll be ordering Chinese one night and pizza the other. So stoves plates and utensils will not need to be washed. We'll all be too tired to cook. On August 14, we head to Port Kinsale to end what promises to be a fabulous time for adults, children and adults who act like children. Special family activities will be planned just for the younger ones.

To make it easier for the visual learners:

#### **Week One**

July 31 - Aug 2, Point Lookout Marina

Aug 2 - Aug 4, Tides Lodge Resort

Aug 4 - Aug 6, Somers Cove Marina, Crisfield, MD

Aug 6 - Aug 8, Dennis Point

#### **End Week One/Beginning Week Two**

Aug 8 - Aug 10, Spring Cove, Solomons Island

Aug 10 - Aug 12, St. Michael's Harbor Inn

Aug 12 - Aug 14, Rod and Reel (The water slide place.)

Aug 14 - Aug 15, Port Kinsale (Eugene and I are spending an extra day or two.)

Deposits are required for this trip: We need \$70 if you are going on the first leg of the journey, \$110 for the second leg, or \$180 for both legs. We would like your applications (top of this page) with resume and deposits no-later-than May 16.

Your application will be reviewed by the acceptance committee, TEST, and you will be notified by phone if we want you to go along. References or cash bribes could help your acceptance.

Seriously, please send your registration and the appropriate advance deposit check to Susan von Schaack-Brown, 9652 Eaton Woods Place, Lorton, VA 22079. With your application provide: your deposit, which part of the trip you want to attend, size of boat (the size your documentation indicates not the LOA), power requirements, number of people (to includes kids and their ages), and any other data you think we need to know. Or just call Susan or Eugene at 703-339-6404 and send in your deposit later.

If there's one cruise not to miss, it's the Second Week Long.



**Summer Fling? No Way** -This gathering of OYCers at Tim's took place last December 5<sup>th</sup>. Photo by Buoy Linck

## **Survey finds state boating fees used for non-boating purposes**

The 12 million people who own boats in the U.S. pay for the privilege. Every state has a highway gas tax that applies to motorboat fuel. Most states collect sales taxes on a boat when it's bought and a fee each year to register it. Many boat owners also pay an annual personal property tax on the value of their boat.

But does this money - millions and millions of dollars - get spent on boating programs at the state level?

BOAT/U.S. surveyed all 50 states last fall to find out how state boating taxes and fees were being spent. The following survey results were published in the March issue of BOAT/U.S. Magazine:

While every state has a gas tax on motorboat fuel, only three out of five use at least part of these revenues for boating.

Just four states - Maryland, Texas, Virginia and New Mexico -- return some or part of their boat sales tax revenues to boating programs in their state. All but six states (Alaska, Delaware, Montana, New Hampshire, Oregon, and Rhode Island) collect sales taxes on boats when they are sold.

81 percent of all states use some or all of the boat registration fee to fund their boating programs.

"These results are encouraging, but a lot more can and should be done," said Michael Sciulla, vice president of government affairs of the 500,000-member organization.

BOAT/U.S. succeeded in convincing Congress last year to return to state boating safety programs \$60 million that had been collected in federal motorboat fuel taxes. "Now it's time to make sure that state-generated boating revenues go to basic state boating services like emergency response on the water, marine patrols, boating education classes, law enforcement and even launching ramps," he added.

"Using state fees and taxes paid by boaters to fund boating programs just makes good sense. It ensures consistent services for boaters. It alleviates the politics of state boating officials having to fight for a share of general revenues in their state legislatures. Taxpayers support the concept of user pays, user benefits," Sciulla said.

## **Stuff I didn't know about gasoline...**

from a Crusader Engines service bulletin

At the beginning of each boating season, Crusader Engines' service department receives customer complaints of poor performance (low power, engine surging, hard start, running hot, etc.) These are mostly attributed to "old" or "poor quality" gasolines. Improper storage procedures have a detrimental effect on fuel quality. The following information may help you better understand gasoline characteristics and should clarify misconceptions and "old school" thinking.

### **Gasoline Characteristics**

Gasoline is a highly volatile mixture of over one hundred liquid hydrocarbons and many other additives. A few ingredients that concern us include alcohol butane, heptane and isooctane. The components in summer blend" gasoline have a boiling point range from about 85 degrees F to about 440 degrees F. Perhaps the three most important characteristics of gasoline that concern us are the anti-knock rating, volatility rating and the age (stability). Anti-Knock

characteristics of gasoline are controlled primarily with the additives and are given an octane rating. Octane is a numerical value that indicates the fuels ability to resist detonation.

Detonation is an uncontrolled ignition of the fuel-air mixture in the cylinders due to excessive heat and/or pressure. Crusader engines built after 1980 are designed and calibrated to run on 87 octane gasoline. Fuel with ratings higher than 87 octane will cause no harm to the engine but will probably not increase the engines performance. Crusader engines built before 1980 are designed to run on 93 Octane.

Lower octane fuel, engine modifications, incorrect timing, oversized propellers and other overload conditions can cause detonation. This condition can very quickly lead to catastrophic engine failure. Carbureted Crusader Engines equipped with MSTs ignition and all electronic fuel injected engines, have protective knock sensor circuitry which quickly detects detonation and quickly retards ignition timing to prevent engine damage.

VOLATILITY of gasoline is a measure of its ability to vaporize and is given a Reid Vapor Pressure (RVP) value. The higher the RVP value (more volatile) the lower the vaporization point. The RVP value of gasoline is adjusted by the refineries about 5 times per year, by controlling: the "light end volatile" components such as butane, which boils at about 32 degrees F. The months of November through March are when the volatility of RVP are the highest allowing for easier winter starting. However, filling the tanks during this period prior to extended storage means that the fuel will not be burned during the Season for which it was blended. The high RVP fuel can generate excessive vapor and cause performance problems during the warm months. The fuel will actually boil in the fuel lines before reaching the engine and form large vapor bubbles which starve the engine.

The AGE of gasoline also affects engine performance. Hydrocarbon chains in gasoline are unstable above 32 degrees F. And they absorb oxygen and moisture from the air. Chemical changes occur resulting in the formation of Peroxides, which leave hard deposits or "varnish" in the system. Engine room temperatures can easily exceed 120 degrees F which accelerates fuel degradation and varnish deposits.

The alcohol blended in today's gasoline will also absorb moisture from the air. Moisture can reach such concentrations that "phase separations" can occur whereby the water and alcohol mixture becomes heavy enough to settle out of the gasoline to the bottom of the tank. Since the fuel pick-up tube is located near the bottom phase separation can cause the engine to run poorly or not at all after extended storage.

The vaporization of light-end volatiles, oxidation, moisture absorption, corrosion of the aluminum tanks, and the formation of peroxides also results in the lowering of the engine horsepower output by as much as 100% and lowers the fuel octane rating as well.

The best protection against these problems is to add gasoline stabilizer EVERY TIME you add fuel. Also, you should keep the fuel tanks reasonably low and add smaller amounts of fuel regularly rather than filling up every once in a while throughout the boating season. This will ensure a fresh supply of the correct seasonal fuel blend