

# The Daymarker

## OCCOQUAN YACHT CLUB

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## New Daymarker Editor Comes Out of Hibernation!



I'm Somebody

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Hi, I'm Steve. In case you didn't know, I'm your new Daymarker editor. Of the hundred and ninety or so club members I was the only one crazy enough (maybe dumb enough) to volunteer. I guess after 25 years in the Army I still haven't gotten the message.

I know my identity as Editor is not new to many of you. After all, how long can a secret remain a secret in this club? Of course, like any good editor's editor, Sue just about slammed my head up against the wall when I told her of my decision. Fortunately, all that training I did for those 26 mile marathons paid off. In an effort to lessen the possibility of a repeat of that mind set, I have decided not to run for a third term as your Treasurer. As

everyone knows the Treasurer always gets a new boat during their term. I have mine, so now it's someone else's turn.

As you can tell the Commodore's article didn't make front page this month. I decided to grab the limelight this month. So, I'll either get fired (keep your fingers crossed) or I'll be busy waxing a 62-foot boat for the next couple months. I just thought it would be nice to introduce myself. After all, I've been an OYC member going on three years now, serving the past two as Treasurer and special assistant to the Quartermaster. I'm also your Membership Chairman, official holder of the PO Box key, and once actually aspired to be a prestigious key holder for the club's luxurious storage facility. In the Coast Guard Auxiliary I'm a staff officer for Vessel Safety Checks. But still, I'm sure many of you are still saying, just who is this idiot, er guy? So, now comes the boring part.

There is one distinguishing fact of my life to which few others can lay claim. I was born in two states, New Hampshire and Maine. It seems that the rivalry between the North and South is not the only one in town. The small island where I was born is actually a US naval base. Both states actually claim it. You can only get to it from Maine but it has a New Hampshire mailing address. The deciding factor is that the birth certificate was filed in Maine.

Let's see, what else. Twenty-five years in the Army, about 18 overseas, married my childhood sweetheart (first met in fifth/sixth grade), two kids--two boats, blah, blah, blah. What do I do for a living? Suffice it to say that I'm a geek. Yes, no longer a full-fledged member of Geeks Anonymous, I am out of the closet and declaring my undying devotion to computer technology. (Don't worry Sue, you'll always be Number One in my heart). If there is any doubt about my geek status just ask yourself one question, have you ever seen me without a pen in my pocket? And if I don't have a shirt pocket try looking on the neck collar. There you go – proof positive. If you have met me at a club function you know that I don't say much. A good friend once said that when we first met she didn't know if I could talk. But once I got to know her she couldn't shut me up. So, if I really don't know you yet, consider yourself lucky.

Finally, what's my agenda for the Daymarker? It is one simple thing; to get the thing published every month. To this end my master, sorry Sue, is your Commodore. I serve at his or her command. But I can't do it without you so I ask that you keep those cards and articles coming.

Cheers, Steve T.

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## Commodore's Comments

Mary Lynn Snowman

You're not going to believe this but in less than seven weeks (or so) some of you will be having your boat winterized. Yep, we're getting close to that time of the year again. If you don't believe me get your camera and take a picture of your marina this weekend. Then mark your calendar for seven weeks and take another picture. It's amazing to see how many people winterize early and miss the beautiful fall season. Although we are closing in on the end of another boating season you don't want to winterize too early because OYC still has a lot of activities coming your way.

You might want to check your calendar for some of the OYC events. We tend to be a wild bunch and are known to have a great time...once in a while. Um, let me correct that, we have a great time whenever we get together. Don't be shy just stop by. All members and guests are welcome. Be careful though, if you get too wild we may just volunteer you as cruise coordinator for one of next year's events, or even better, we may vote you in to a position on the board. When we get wild...you just never know.

Speaking of wild I have to tell you about my captain's idea of a wild time. We took some friends of ours to Alexandria for lunch and then a tour of the monuments. After lunch the ladies went shopping and the guys went back to the boat. Of course, we took our time shopping and enjoyed the time. Meanwhile the guys were having a wild time on the boat...sinking.

It wasn't a calm sinking...it was a frantic sinking. I checked the water line – looked okay to me. But as I recall as we were trying to dock earlier the radar went out on us, the radio went out on us, everything just seemed to shut down. If you're familiar with boats, incidents like this aren't unusual. In fact, when Steve owned the boat he would make it an adventure. That would have been with a different captain. With my captain it becomes a wild and frantic thing!

Just let me paint the picture here...sixty-two feet (give or take a few feet) of boat and 80,000 pounds...SINKING. No place to go to get pulled out of the water. Only place to go was down and I don't mean down river. And the captain has gone wild! Frantically wild. He can't think straight, he can't talk straight, we are in a wild mode or mood, take your pick. After a few questions from me to the captain I am able to understand that the DC portion of our boat isn't working. Nothing is charging. Dead as a door nail...or dying. Okay, not being the electrical engineer that I should be I just wasn't getting it. So what if we have water coming in. All boats have holes, all boats have water coming in, don't they? Just so you know the answer is yes, if they are in the water.

Okay, I still wasn't getting the panic portion of this. Water comes in – bilge pump pumps it out. Wrong, most bilge pumps run on DC power and that would be the power we don't have. Okay, now I was starting to get the picture. Yep, it's time to go home.

So we head home and just about the time we see Fort Washington clearly in our view, my captain starts thinking like the previous owner Steve and saves the day. Several years ago he remembers talking to Steve about the batteries in the boat. Steve was going to rig something up so that if one set of batteries went down there was a back-up somewhere else. Not sure why but a set of jumper cables did the trick.

I think I have the AC and DC thing down but I'm sure I will forget because it's just not logical to me. (It's a male thing.) But one thing I do know, when it's time for me to go in the water I want to be outside of my boat and not in it.

Also, a special thanks goes out to Steve Thompson for stepping up as editor of the Daymarker (and we didn't even have to get him drunk). Yes, folks, the Daymarker will continue to be published monthly HOWEVER Steve is not responsible for writing the articles. If you have a boating experience (good or bad) that you would like to share with us please send you article to Steve. The OYC board has given editors the right to edit articles, if necessary, and the option not to publish articles. Deadline for publishing in the next month's issue is the 20<sup>th</sup> of the month. See you on the water!



Vice Commodore

Rick Sorrenti

### Boating Etiquette # 6 in the Series

Lip Lover, you got your ears on? Radio check, can anyone hear me? Cocktail One you out there? Swampback marina is your fuel dock open? Each of us have heard these types of radio transmissions on a daily bases on channel 16. Most are ignoring, but all demonstrate the lack of knowledge of radio use.

The topic of #6 in our series is VHF marine radio etiquette. Let start with common channel selection and what channels are used for what purpose (**at end of article**).

Boaters should normally use channels listed as Non-Commercial. Channel 16 is used for calling other stations or for distress alerting. Channel 13 should be used to contact a ship when there is danger of collision. All ships of 20 meters or greater in length are required to guard (listen) to channel 13, in addition to channel 16, when operating within U.S. territorial waters. The FCC can impose fines for the improper use of these channels.

So now, you know the proper channels to use, but how do you hail another boat? The proper way is: "Lip Lover this is Swampback Marina, channel one six over." The response should be "Swampback Marina, this is Lip Lover, over." Great! We have established contact. Now lets move our

**Editor's Note:** When articles are left at the office over the week-end they tend to get put in where there is room -- hence the remainder of this article is on the last page.

The Daymarker  
Published monthly by the Occoquan Yacht Club

Steve Thompson, Editor  
Sue Thompson, Editor's Advisor on Worldly Matters  
Steve Thompson, Circulation

Let us know how we're doing.



Rear Commodore

Alan Gorenstein

COME CRUISE WITH US  
For Example - to Olverson's in 2004



**Ready to cruise behind a land-lubber's helm.**

I have a recollection that a few years ago (maybe 10 years or so!) there was an airline that advertised with the message "Come Fly With Us." Although Braniff Airlines ceases to exist their cliché still

applies when it comes to boating with your friendly OYC members. Yes, it is fun to fly with family and friends. But to cruise and spend a weekend together on the boat not concerned about mowing the lawn, weeding the flowers, going to the mall, etc. is a real delight.

Over the weekend of August 1 to 3 seventeen OYC members including 4-year-old Justin Hamp, had a fantastic weekend cruising, chatting, dining and enjoying each other's friendship. Olverson's Lodge Creek Marina on the Yeocomico River, about 10 miles from the Chesapeake, was the spot for "experienced cruisers" such as Steve and Sue Thompson, Rich and Teresa Sorrenti, Ned and Arlene Rhodes, Andrew and Elizabeth Kalweit, Richard and Josie Ellis, and Alan and Anne Gorenstein to enjoy. But, we also were delighted to have first time cruisers and new members Vicki and Bill Hamp with their son Justin and Frank and Dale Steinert join us to Olverson's.

As the Hamp's and Steinert's said so many times, they never realized that a cruise down the Potomac and a weekend at a marina could be so much fun. The friendliness was enjoyed by all and the opportunity to get to know five new members was a pleasure. Justin, during a 2-hour dinner at a local restaurant, was a delight with Rick and Justin entertaining each other and everyone else as well. The swimming in a lovely heated pool at all hours, dockside parties on Friday and Saturday evening, a boat side brunch on Sunday, and a trip to the local ice cream parlor / antique boutique were totally enjoyable. And, a late Saturday night get together on the Sorrenti's beautiful new yacht with a grand tour, lots of laughter and even more congeniality added to the excitement.



**Rick instructs a future Captain on the intricacies of basic seamanship.**

We all had a good time and we hope that those of you that have not yet had the cruising experience of traveling south on the Potomac will take advantage of the many opportunities that are offered by OYC. If a cruise for 2003 is not part of your schedule then plan now on joining us next year.

## The Datemarkers

### Birthdays

Rob Grant, 9/5  
Maria Koenig, 9/6  
Johnny Martin, 9/7  
Joan Hicks, 9/11  
Anne Gorenstein, 9/12  
Maury Shumaker, 9/15  
Margaret Grant, 9/18

Idris Grant, 9/6  
Mary Jo Webster, 9/6  
Ralph Burner, 9/10  
Bob Lester, 9/11  
Tom Egmore, 9/13  
Leo Smith, 9/16  
Bob Zaegel, 9/26

### Anniversaries

Allen & Lynanna Jorsey, 9/5  
Bob & Betsy Nalevanko, 9/11  
Buzz & Kim Lasch, 9/16  
Martin & Rosie Betts, 9/28

Terry & Tricia Mattke, 9/8  
Jim & Brenda Johnson, 9/16  
Bob & Joanna Lester, 9/18  
Dave & Jane Skolnick, 9/29

## Welcome New Members

Dave and Jane Skolnick of Fairfax. They keep their 35' Chaparral, Auspicious, at Hoffmasters.

Bob and Joanne Lester of Woodbridge. They keep their 24' Wellcraft, River Mist, at Tyme and Tyde.

Terry and Tricia Mattke of Fairfax Station. They keep their 36' Doral, Bat Too, at Occoquan Harbour Marina.

Kenneth Hawes of Locust Grove. He keeps his 26' Sea Ray, Mental Floss, at Neabsco Creek.

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Did you know . . . Fender Care -- Keep them full. Set the air compressor at 2 pounds and fill until the side wall can be depressed 1/4". Clean with mild soap and water, mineral spirits, or vinyl cleaner. Cover to protect from abrasion & UV rays.

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## Correction:

Last month we reported on the birth of David Angelo Cavaleri, attributing the story to the proud grandparents. We forgot, however, to list the proud parents, Nikki and Rob Cavaleri. The Editor humbly apologizes for this grievous error.

## On the Internet

Occoquan Yacht Club: [www.OccoquanYachtClub.org](http://www.OccoquanYachtClub.org) \*

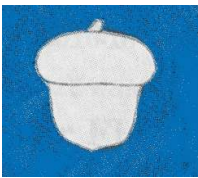
Potomac River Yacht Clubs Association:  
[www.PotomacRiverYachtClubs.org](http://www.PotomacRiverYachtClubs.org) \*

Occoquan River Maritime Association:  
[www.ormaweb.org](http://www.ormaweb.org) \*

and Chesapeake Bay Yacht Clubs Association:  
[www.cbyca.org](http://www.cbyca.org)

\* Web space donated by Software Systems Group  
Ned Rhodes, President and CEO





Treasurer

Steve Thompson

Every season that I cruise the Potomac I learn a little bit more; about weather and the wonders of the natural movement of water, about the mechanics of boating, and even about people. But, if there has been one thing above all else that I have learned it's that boat maintenance is a constant and necessary activity (some might even say evil.) Let me bore you with a few of the things I've learned. I'm sure most of you have heard it all before. So my question to you is, why are all those repair bills mounting up on your desk at home?

- If you put the proverbial ding in one prop, sufficient enough to create a little cavitation while at cruising speed, you need to have both props balanced. For those of you with only a single prop, consider yourselves lucky. Failure to do so will cause havoc with boat performance and engine GPH will significantly decrease.

- Stuffing boxes are Zeus' way of testing your fortitude. The god of the sea loves to place obstacles in your path and this, I now believe, is the most prevalent. Without these little pieces of metal your boat may very well sink from the influx of water. (I/O drive owners count your blessings.) Make sure those packing nuts are securely tightened. By the way, did you know that the Starboard stuffing box has more of a tendency to come loose? This has something to do with the direction the shaft turns when underway.

- Alternator belts WILL loosen up. Check them as often as you check the oil. (Hopefully you do this fairly often.) These belts may seem insignificant but if they are the only way you can charge your batteries while underway, you may find yourself a prime candidate for a call to TowBoat US. Can you say fuel injection?

- Check those fluid levels, and check them often. Include oil, transmission, antifreeze (freshwater cooled systems), battery, and hydraulic fluids (trim tabs, steering). Don't forget your generator. The cost of a little bit of fluid here or there greatly outweighs the aggravation of shutting down in the middle of the river because an alarm goes off or something just doesn't want to work, like your helm station.

- Check for the proper operation of bilge pumps. There is nothing dumber than a (put in the value of your boat here) boat going to the bottom of the river because a \$75 bilge pump failed. (It is also a lot harder to manually pump and haul the water out of the bilge.) Also, check for and fix any water leaks (i.e. fresh water and thru hulls). The First Mate will appreciate the absence of that moldy odor in the salon.

- Check and clean out those slimy sump boxes. They may be hooked up to the shower and/or sinks. Here again the First Mate will appreciate your efforts.

Yep, the list could go on. But if there is one thing I learned this summer it's that maintenance of a used boat is one heck of a lot different than that of a new boat. I just can't wait for the next boat (break- out-another-thousand) maintenance/ repair event to surface. Maybe I better check those impellers and zincs now.

Next month – How to winterize your boat, or, The Continuation of the Never-Ending Story.

## Rain, Rain, Go Away

by Anne Gorenstein

The first clap of thunder came when we were well on our way to Olverson's. It sounded far away and I ignored it as did the Captain. We wanted a weekend full of nice weather and we were not going to hear thunder. We kept our eyes peeled and I tracked our progress on the charts. The other boats traveling with us kept in touch by radio. After the 301 bridge they took the lead. I liked that because I stopped looking at the charts. I did notice the thunder getting louder and it seemed a little foggy. When I saw the lightning cross the sky, I casually said to the Captain, "What did they say in the class to do when there is thunder and lightning? Do you remember?" He didn't say much and kept going straight ahead. Then the skies opened and lots of rain fell as I worried about where the others had gone. I couldn't see far enough to see them, or much of anything.

That was when I was glad I had learned to read the chart and the GPS. I checked our coordinates, plotted them on the chart, desperately looked around, and said to the Captain in panic, "That shadow is Cobb Island, and the buoy is supposed to be very close. Please turn now and let's stop there." (Or something sweet like that.) He took one look at me and agreed. We pulled up to a dock at Cobb Island Marina, tied up and waited until I stopped shaking and the sky cleared up.

The rest of the weekend was a delight. We arrived at Olverson's and were happy to see other OYC'ers who arrived before us. A few more got in during the evening and a couple of boats arrived on Saturday. It was great to get together and the group was a true sample of OYC – new members to long-time members. We talked, ate, and enjoyed seeing each other's boat. I learned that air conditioning does have a place in boating, that I must pay attention to where I put my umbrella (that I lost), and we really could eat all the food we brought.

We said goodbye to the others on Sunday and considered our next stop. Originally we thought about taking a couple more days to go up the Rappahannock. Did I mention that there were thunder storms every day? As we were deciding what to do a big storm came through and, brave person that I am, I said, "Let's stay here until tomorrow." We borrowed loaner car for a ride to Reedville and discovered it is the place we visited about eight years ago when we went to Tangiers Island. Small world. Our trip home Monday was calm and very pleasant. Let's go again next year.



Ready for the Challenge.

## Sport Fishing & King Salmon At

\$21.95 Per Can?

By Rob Grant

July 15, 2003

Juneau, Alaska.....



It may have been another gray day in Juneau but as we approached the pier I knew it would be a special day on our trip. Heck, it wasn't even raining! Getting off a large cruise ship and venturing into local waters with our regional guide was a welcome retreat. Sport fishing in Alaska certainly has an irresistible appeal and the thought of catching the big one is a

dream! Salmon (ready to cook) is in our house all the time and it is a weekly staple, but here in Alaska, I know it's got to be special and abundant. We already had the five star – dining room prepared salmon on the ship, but now I wanted the real thing.

Tom, our captain greeted the three of us and another couple from Idaho warmly and then immediately gave us a safety tour of his boat. Listening to his specific and very conscientious instructions gave all of us in attendance a very “warm & fuzzy” feeling. Tom was a very experienced pilot. His SeaRay 370 convertible was meticulously cared for and rigged for trolling in the beautiful surrounding waters. I was most impressed by his custom-built interior helm station in the salon. Originally destined as a breakfast bar, the area was completely redefined with the latest electronics and controls. I suspect the typical rainy weather and fishing chartering business gave good reason for the interior retro fit and therefore the existing flybridge was of little use. A fish finder the size of a 13” TV was centrally located for all guests to see and reinforced the fact that this excursion is for fishing. An outboard motor with a remote electronic tilt function was permanently mounted to the swim platform. I’m thinking this is a great idea and how and why I should have the same on my boat’s swim platform! It’s got to burn less gas than my twin crusaders!

After the brief instructions on use of the head and completing fishing license requirements we were out of the marina at a fast clip. Here we saw whales swimming

graciously with their fins in view, bald eagles of all sizes and glimpses of glaciers on the surrounding mountains. Words cannot describe the sheer beauty and expanse of the area. Here, you truly are, small alongside the wonders of the world. Tom gave us a primer on all the species of salmon noting the five types and describing King Salmon as a favorite. Kings are desirable due to their larger sizes (ranging from 15 pounds to a record of 50 pounds) and of their “sporting” fight in the water. However, he added “it’s not prime King season and we will likely only catch Coho salmon”.

The boat slowed, Tom rigged the trolling rods and everyone’s bait. Working in rotation on all rods we received a review of what to do if we get a bite. Reeling in each adjacent line is the first order to keep all the lines from tangling. After a quiet 30 minutes my rod dipped down. When you are fishing seeing a rod dip down is very exciting. It may seem pathetic but nevertheless it’s a fact! Grabbing my rod while Marg, Emily, Julie and Scott reeled in their lines was a rush of anticipation knowing this could be fun. Minutes later, after a brief fight and much discussion about what was at the end of the line, a silver streak glimmered just below the water surface. Pulling the fish aboard the boat was a delight. Tom whacked the poor salmon directly in the head with a club to calm the commotion. Yes, it was a King salmon at about 17 pounds and 30” in length\*. Not much later each of us caught a salmon including Emily and Margaret. A total of five additional Coho were captured. It was a great adventure and the scenery was breathtaking.

Okay, so what does all this have to do with \$21.95 a can? Well, we had the 17-pound King salmon smoked by the Alaska Seafood Company and canned.

Just a couple of weeks ago we received our 20 packaged cans of very tasty salmon. And, if one was to do the math of our excursion costs, we paid about that much for each can! But in this case, I declared to throw the calculator away. Alaska fishing is great and was by all accounts truly a bargain of an experience. Each time we open a can we will be reminded of the beauty of Alaska and our great salmon fishing experience.



\* Writers note: I’m seriously considering adding weight and length to this fish story as time passes.

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## Electrical Mishap Causes a Stir

by Tom Coldwell

In mid-August electrical power was briefly interrupted at Occoquan Harbour Marina. The mishap was attributed to a overflow of liquid from a beverage blender processing a batch of margaritas on an as yet unidentified boat on C Dock. The slurry mix of ice and a rare combination of potent alcohols reportedly dropped into the blender’s electrical circuitry about the same time that the marina management was shifting its power supply—temporarily, for routine maintenance purposes—from Dominion Resources to a remote site power source located somewhere in Ohio.

The timing of the blender malfunction and the power shift resulted in a power surge in the local area, knocking out the jukebox in the Oasis restaurant and electrical appliances throughout the marina including dog hair dryers, ice makers, beer coolers and nearby traffic lights on Route 1.

The incident occurred at 2:05 p.m., on August 14. Coincidentally, news media reported a blackout in a few large eastern cities. Although the two incidents are not believed to be related, The Daymarker’s crack team of investigative reporters has learned that FBI and Federal Emergency Management Agency officials plan to inspect beverage blenders they find on boats located at OHM.

When asked about suspected involvement of a C-Dock boat, OHM boss Dick Lynn commented, “Figures.”

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# The Hazelnut

by Ned W. Rhodes

Oh, lovely hazelnut, how can you taste so good and yet be so much of a pain?

This story starts out with the standard cocktail party on *Impulse*. We bring out the cheese, the crackers, and the nuts and everyone appears to be having a good time. Allegedly, there is an incident of food below the waist (which is normally dog territory), followed by a grab, a lick, and a slime. A quick trip to the cockpit sink for a rinse and an oops and a hazelnut flips into the sink and damn if it doesn't fit down the drain. For some reason the sink does not appear to drain properly, but let's look at that in the morning.

Morning comes and the great hazelnut extraction begins. Yup, it's still there. Arleen tries to grab it with tweezers (what a girl thing to do) but Hazel is too big. I can see it, so let's get a sharp thingy and spear it and just pop it out. Spear thingy fails to penetrate the skin of the hazelnut and through nominal dexterity somehow manages to push it to the left and into the drain hose itself. OK, now all we have to do is turn on the water and Hazel will just flow through the hose and drain into the river.

Gallons of water later and we have succeeded in totally plugging up the sink. Out comes our trusty mini-plunger and many strokes later, we succeeded in making cool sucking noises, but no progress in dislodging Hazel. Science experiment time: What liquid will dissolve Hazel and not dissolve the drain hose? Vinegar? Battery acid? More water? Wine? We try the wine and let it sit for a week.

Down to the boat for the trip to Olversons. Hazel has had a week to think about things and absorb the wine we left for her to drink. And drink it she did since the sink is still clogged and we think she is getting bigger. We give her a couple of strokes with the plunger to make sure she is comfortable and then take a boat trip in the hopes that it will vibrate her loose.

We convene the brain trust at Olversons and start with the high-pressure hose down the sink. In retrospect, considering the 90-degree angle of the drain, one should not have been surprised with the amount of backwash that was experienced. Laughter is heard in the distance. OK, let's try the reverse direction. This is reached by bending over the side of the boat and shooting back up the scupper only to find that the scupper is the exit point for multiple hoses and so no water is getting back up the sink.

We now look under the sink and find that the constant plunging has loosened the sink drain nut, which now has to come out and needs to be resealed. While we have the drain out, let's shoot some water directly down the hose. The results are similar to the account above and I'm still hearing laughter in the distance. Put everything back together and forget about it until after the caulk sets up.

Operation Hazel is in full force the next weekend. We are bringing out the big guns and going into the bilge! A few test plunges result in great sucking noises but Hazel is not moving. OK, big bilge, lots of room except for the drain hose that is behind the generator which is in front of the holding tank in the back after-reaches of the bilge. This should be fun. I rest my face on the holding tank and find the drain hose connection and by feel find the hose clamp. There is no way I'm going to be able to get the clamp off. Now what?

Hey Hazel, how about a little massage? I see you there at the hose clamp. Does this feel good? You seem a little bloated and mushy. There, there, this won't hurt a bit. I quickly rush to the sink to turn on the mighty stream only to have the sink back up as usual. I find Mr. Plunger once more and in two strokes, I have shot Hazel through the hose, into the scupper and out to play in the river.

Mission accomplished and it only took me 3 weeks! I wonder what liquid would dissolve a hazelnut? I am a professional; don't attempt this without proper supervision.

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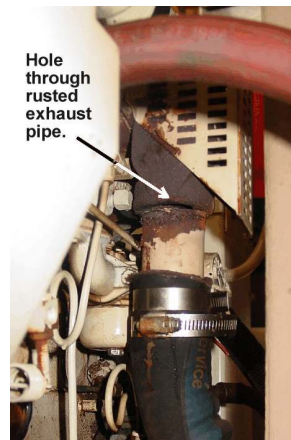
## Important Recall

Boaters using Kohler marine gasoline generators should check their model numbers. They are recalling 14 different models due to reports of carbon monoxide deaths associated with boats equipped with a Kohler generator.

Kohler is offering to replace, free of charge, the black iron wet-exhaust pipe assembly with a stainless steel assembly on units with L600 or L654 gasoline engines made from 1950 to 1989. The mdl numbers are 2R, 2A, 2.5R, 2.5A, 3.5R, 3.5A, 4R, 4A, 5R, 5A, 6.5R, 6.5A, 7.5R, and 7.5A. Boatowners who believe they have one of the generators in question should contact a Kohler authorized dealer or the company directly at 866-866-4933.

Information also is available at [www.kohlerpowersystems.com](http://www.kohlerpowersystems.com).

Please note, at least one OYC member has already been impacted by this.



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## It's Not Too Early to Think About the Holiday Party

Don't forget the holiday party coming up on Saturday, the 6<sup>th</sup> of December. Contact Rick Sorrenti any time to RSVP or get more info. This is always a fun event and gives OYC members a chance to dress up and see each other in clothes – I mean nice clothes. Look for info in future Daymarkers. Decorators Needed:

Interested in helping with the OYC Holiday Party? We are looking to form a committee to help with the decorations. If you are interested in joining a fun group of amateur decorators sign up now. Please contact Sue Thompson at (703) 440-8114 or at [opsco@earthlink.net](mailto:opsco@earthlink.net). Looking forward to another great OYC event.

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## Nominating Committee Needs Input

Candy Clevenger, the Chairperson of the Nominating Committee wants you to know that they are still accepting nominations for positions on the OYC board. If you have someone you would like to nominate (and that includes you) please contact her. Her phone number is (703) 273-3073.

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**ATTENTION: The Editor would like to point out that there are no articles on the End of Summer Party scheduled for 12-14 September, as well as the Columbus Day Cruise to Gangplank Marina on 10-12 October. Please watch for emails on these great events.**

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## ☆☆☆ Annual Shrimp Fest ☆☆☆

It's that time again. It's time to think about how much shrimp you and your gang will want to order for the Annual Shrimp Fest. This year's "Festivities" will be at the Occoquan Harbour picnic dock (next to the boat ramp). The event will be on Saturday, September 20, 2003. I will be taking orders right after Labor Day or sooner if you want. Just let me know how many pounds you want. We plan to be set up around 4:00 p.m. which will give us a couple of hours for "happy hour" before the cooking starts. Don't forget to bring your favorite side dish. I could use a couple of extra grills so, if you would like to volunteer to bring one please let me know. If you have any questions or want to place your shrimp order call or e-mail me. Tom Egmore phone: 703-256-8442 or e-mail at [morningmish2o@aol.com](mailto:morningmish2o@aol.com).

Dear Editor:

We were most distressed to read the article written by the alleged canine Abby in the last Daymarker. First of all, dogs are color blind! So how could she tell anything about this green TV thing? Talk about inaccuracies! And then that shameless plug for her web site at [www.abbythedog.com](http://www.abbythedog.com). What is the deal there? I mean how many dogs have their own web site ([www.abbythedog.com](http://www.abbythedog.com)) and how many times do we have to endure you printing the address [www.abbythedog.com](http://www.abbythedog.com) in the article? In the future, please show some restraint and only publish the web address ([www.abbythedog.com](http://www.abbythedog.com)) once in the article.

Willie, Bambi and Boots

**Editor's Note:** As you know, the editor is new to this process and will try not to repeat this perceived problem.

## Vice Commodore

### Rick Sorrenti (Cont.)

conversation to a working channel. "Roger Lip Lover, please switch and answer channel six nine." "Roger Swampback Marina, channel six nine." Now that both are on the same working channel, you can communicate to your hearts content. Once you finish your conversation end the transmission with "Roger Lip Lover (Swampback Marina), back to one six."

Lets move to radio checks. On the Occoquan, we don't have nearly the amount of radio checks as you find in Annapolis. Not sure why, but those Marylanders must have a bunch of new or poorly operating VHF radios and they must know all the time that their radios are working. There are no official rules associated with radio checks other than channel 16 cannot be used. My recommendation is to use channel 68 and use the following procedures. "Any station, any station, radio check, please switch to channel six eight." Switch your radio to channel 68 and proceed with "Radio check, channel six eight." Hopefully some nice boater will respond with their location to enable you to get some relative position of the responding boat and get some guess about how far your radio is transmitting. A VHF radio is designed to transmit from 5 to 10 miles in a straight line.

The proper use of your VHF radio is important but more important is the dangers associated with improper use. Don't try and transmit while others are transmitting; never transmit during a declared emergency by another boat.

Sea Duck Too back to one six.

## VHF marine radio Common Channel Selections

- 6 Intership Safety
- 07A Commercial
- 8 Commercial (Intership only)
- 9 Boater Calling. Commercial and Non-Commercial.
- 10 Commercial
- 11 Commercial
- 12 Port Operations
- 13 Intership Navigation Safety (Bridge-to-bridge)
- 14 Port Operations
- 15 Environmental (Receive only)
- 16 International Distress, Safety and Calling
- 17 State Control
- 18A Commercial
- 19A Commercial
- 20 Port Operations
- 20A Port Operations
- 21A U.S. Coast Guard only
- 22A Coast Guard Liaison / Maritime Safety Info Broadcasts
- 23A U.S. Coast Guard only
- 24 – 28 Public Correspondence (Marine Operator)
- 63A Port Operations and Commercial, Available only in New Orleans/Lower Mississippi area.
- 65A Port Operations
- 66A Port Operations
- 67 Commercial. Used for Bridge-to-bridge comms inland
- 68 Non-Commercial
- 69 Non-Commercial
- 70 Digital Selective Calling (voice comms not allowed)
- 71 Non-Commercial
- 72 Non-Commercial (Intership only)
- 73 Port Operations
- 74 Port Operations
- 77 Port Operations (Intership only)
- 78A Non-Commercial
- 79A Commercial. Non-Commercial - Great Lakes only
- 80A Commercial. Non-Commercial - Great Lakes only
- 81A U.S. Government only - Environmental protection ops.
- 82A U.S. Government only
- 83A U.S. Coast Guard only
- 84 – 86 Public Correspondence (Marine Operator)
- 87 Automatic Identification System duplex repeater
- 88A Commercial, Intership only.



**Success!! Now, Nobody Sneeze.**

*SO MUCH TO DO, SO LITTLE TIME TO  
DO IT.  
Inside . . .*

Surprise! - New Daymarker Editor Named,

King Salmon at \$21.95 per can,

What's sinking and what's floating,

And much more

Oct 10-12

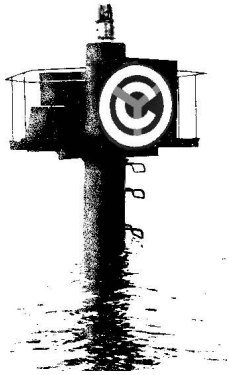
Columbus Cruise  
to Gangplank  
Tony Miranda  
202 488-1545

Sep 20-21

Shrimpfest  
Tom Egmore  
703 256-8442

Sep 12-14

PRYCA End-of-  
Summer Party  
Joe Livingston  
703 494-5494



*The Daymarker*

Occoquan Yacht Club  
P.O. Box 469  
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Change Service Requested