



The Daymarker

2009 PRYCA Cup Champions

OCCOQUAN YACHT CLUB

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COMMODORE'S COMMENTS

Patricia Croft

Report from Chesapeake Bay: A Cruise in Progress

It was supposed to be an 18-day cruise, but we lost one day. The first destination was supposed to be Cobb Island, but for *Bay Dreamer*, the first destination was back to homeport at Fairfax Yacht Club. As so often happens in boating, the best laid plans do not always flow smoothly into place. In this case, a balky fuel pump that had been repaired or replaced more than once already got finicky again, and shut off the starboard engine after 15 minutes of run time; given a rest, it would run for 15 minutes and then – dead again. This is not the way to start an 18-day cruise!

Our little incident reminded us how important our OYC cruising buddies are to us. Randy and Susan Willetts were running just ahead of us when we first headed out on Friday, right after high noon. They kept us in sight and radio communication while we attempted repairs underway. We were able to assure them we were safe (we still had one good engine) and that they should go on as we turned back, but if we had needed help, they were right there to provide it.

When we pulled in to FYC, two more OYC friends were there to help us get *Bay Dreamer* back in her slip. Kevin Bell and John Wix put their considerable talents to work troubleshooting the problem. Later, Tom Lensis, already at his first destination - Port Kinsale - called with advice. Harry tried every suggestion each of them made, but

the final conclusion all around was that *Bay Dreamer's* starboard engine needed a new fuel pump – again.

By Saturday, after several failed attempts to locate one, we finally found a new fuel pump at Washington Marine in D.C. And not just a replacement, but a new and improved version that is designed to overcome the connection problems the old version had. Harry installed it, and by 2:30 we were cruising again, just one day late to join our cruising group.

At every 15-minute mark, when previously the engine had conked out, we sighed with relief that we were still cruising at 18 knots. After two hours running without so much as a hiccup, I was ready to declare victory, but Harry, ever the pessimist (or realist, according to him,) insisted that we bypass Cobb Island, and - so long as the engine kept running - head for Kinsale. That way, if the problem surfaced again, at least we would be in familiar territory to obtain mechanical assistance. Sadly, that meant that we missed out on the great weekend that the crew of *Takin' It Easy* got to enjoy at the Cobb Island Summer Kick-Off (see *cruise report on p. 6*).

So far, the problem has not resurfaced, and I have declared victory – problem solved. We have moved on to Chesapeake Beach Resort, the official second destination of the cruise, and all five vessels that signed on for the long haul are docked here at the Rod 'n' Reel Marina, having made the journey without further incident on beautifully calm seas. We're exploring the area, getting pampered at the spa, and just relaxing and enjoying each other's company.
(cont. on p. 2)

Tomorrow, *Déjà Vu*, *Takin' It Easy*, *Darn Tootin'*, *Copy Cat*, and *Bay Dreamer* will move on to Havre de Grace, where the guys have a tee time at Bulle Rock Golf Course, and we will have three days to discover all the charms that historic town has to offer. By the time I write again, we will have also visited Rock Hall, St. Michaels, Oxford, White Point, and finally, National Harbor, the last stop on our 18-day odyssey - okay, 17-day odyssey for some of us!

With any luck, all will continue to go well, but should complications arise for any of us, it's good to know that plenty of help is available from our OYC cruising partners. And that brings me once again to the point of almost every article I write for the Commodore's Comments. The value of boating with fellow club members is immeasurable, and I encourage all of you to join us on one of the many events we have planned. There is still time to sign up for something this season (see page 7)!

Pat Croft, *Bay Dreamer*



Vice Commodore

Tom Lensis

An Ounce of Prevention is Worth a Pound of Cure!

Now that boating season is in full swing, it is time to think about how well you and your boat are prepared for the season's journeys. There are three areas I would like to discuss: 1) inspection of your boat's mechanical systems, 2) inventory of spare parts, and 3) knowing your boat's operating numbers. Doing these things and paying attention to what your boat is telling you - before, during, and after your trips - will help keep your boat running this season and could save you costly repairs and downtime.

Inspect Mechanical Systems

The first area of concern is your boat's mechanical systems. Get to know your systems first hand. Take your owner's manual and become familiar with all the systems of your boat. I am going to focus here on your propulsion systems, which includes the engines, transmissions, and drive systems. Like an airplane pilot, you should have a "pre-flight" inspection of your vessel before ever leaving the dock. The 10-minute check of the engine room could reveal problems that are just starting and can be easily repaired by you, before the condition progresses to the point of a breakdown while underway.

For example, while preparing for the upcoming 18-day Bay cruise, I made an inspection of my engine room, which included checking all the engine fluids, hoses, belts, sea water strainers, and just plain looking for anything out of the ordinary. During my inspection, I noticed a small amount of black rubber filings under my starboard engine. Above the rubber filings was the alternator. Then I couldn't help but notice one of the bolts securing the alternator to the engine had worked its way loose, and the rubber filings came from the alternator belt being loose. It was a quick fix to tighten up the bolt and belt, thus saving me from losing my alternator belt during the cruise. It is also a good idea to do a thorough inspection after you get your boat serviced.

Last year I had two broken motor mounts replaced, and during an inspection while coming back up the ICW, I found that one of the motor mounts had a loose nut. Sometimes with complicated repairs, the mechanic may miss tightening a bolt or two when reassembling.

Inventory of Spare Parts

The second area to pay attention to is to bring your tools, and store extra spare parts for those repairs that may be needed while cruising. You may be at a destination that doesn't have a West Marine or factory service available. I would recommend making up a spare parts kit to keep on board, which should consist of alternator belts, fuel filters, sump pump switch, engine impellers, generator impeller, and fluids such as oil, antifreeze, and hydraulic oil for the trim tabs and steering. A wire termination and splicing kit will come in handy for any electrical connections that need attention or when you have to replace that old sump pump switch. Electrical and duct tape also should be in the kit. Spare props on board could mean the difference in the amount of downtime you have when you get a prop ding.

The next time you have your boat serviced, work with your mechanic and get his recommendations on what spare parts to carry for your particular boat. It is also a good idea to use the parts in your kit during normal service and replace the items used to rotate your parts stock, first in, first out. That way you are always keeping your parts stock up to date. And spare parts won't do you any good if you don't have the proper tools on board to change them out.

Know Your Boat's Operating Numbers

The third area to pay attention to is knowing your boat's normal operating numbers while the boat is running, such as running temperature, oil pressure, voltage of the alternator, and maximum RPM of the engine. Watch the gauges and make a mental note of what these numbers should be. If you see anything out of the ordinary, you may want to make an inspection yourself or call in a mechanic at the next port of call. You should periodically run the engines wide open and note the maximum RPMs of each engine. If you never run the engine wide

(cont. from p. 2)

open and check that it's putting out maximum power and RPMs, you may have a problem starting and never realize it until you need the additional power or speed.

I'll give you an example of checking for maximum power and RPMs. Last year I noticed that during full throttle, my starboard engine was running about 150 RPMs less than the port engine. I checked the engine fuel flow gauges and compared the fuel flow for both engines at different RPMs. The port engine was burning a little more fuel than the starboard so I thought maybe the starboard engine was running slower because it wasn't getting enough fuel. Although I do a lot of work on my boat, this situation was over my head, and I called in the Caterpillar mechanic. He pulled out his laptop, connected it to the starboard engine, and determined that one fuel injector wasn't working at all. Thus I was only running on 5 cylinders on my starboard engine and not putting out maximum power. He replaced the faulty fuel injector and the engine was back to putting out maximum power and RPMs.

Also pay attention to the normal sounds and vibrations while underway. A new sound or vibration that you normally do not have may be a telltale sign that something is wrong. For example, I noticed a vibration noise from my starboard engine while in gear and idling. The vibration noise would go away when I increased the throttle above idle. When I had the boat pulled to have the bottom painted, the marina mechanic noticed that my cutlass bearings were bad (cutlass bearings are the bearings that the prop shaft goes through to position your propellers), especially on the starboard side. With the boat out of the water and the transmission in neutral, you should be able to spin your props by hand. This bearing on my boat was so tight the prop couldn't be turned at all. After the bearings were replaced, the vibration noise was gone.

By paying close attention to your engine room "pre flight inspection," keeping a spare parts kit and proper tools on board, and knowing and paying attention to your boat systems while underway, you should be able to catch problems and repair them before they escalate. This will keep your vessel shipshape and minimize downtime.

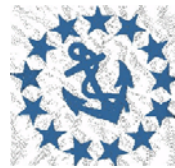
Tom Lensis, *Copy Cat*



OYC Online

Now on Facebook! Search for "Occoquan Yacht Club" and click "Request to Join." Your request will be confirmed with the membership roster. The private group is open to all active members.

Web space for occoquanyachtclub.org, potomacriveryachtclubs.org, and ormaweb.org is donated by Software Systems Group, Ned Rhodes, President and CEO.



Rear Commodore

John Heinze

How About That Fajita Fest?

Well, how about that Fajita Fest? All I can say is *Olé!* There was a lot of planning by a lot of people and a big thank you goes out to all of them. But a special gracias to bartenders Harry Croft and Carl Maxwell, Ned and Arleen Rhodes who helped usher us in and put on wristbands that just made the whole party, Tom Lensis who picked up and delivered all the food for us while Sue Thompson helped serve everyone, and Pat Croft who went to lunch with me to help choose El Charro as the restaurant to cater the food. That was really hardship duty, sorry about that Pat.

This was this first time OYC has tried doing a catered party rather than a potluck, and the response was so great that I don't think it will be the last. There was a wonderful mix of newer members as well as a lot of us old faithfuls who hate to miss a party.

Joe Livingston quizzed us on our seamanship in an effort to prepare us for the upcoming PRYCA Float-in in July so we can "Keep The Cup." Thanks, Joe. The rest of the afternoon was spent visiting with all the OYCers. There were 50 people there, making it one of the best attended events we have had all year. I know I really had a great afternoon, and I have heard several other people say the same thing. So for any of you that were not able to attend, we missed you and hope you will be able to join us for the next get together.

And that could be on July 10-11 at **Tim's Rivershore 2 for fireworks (Fairview Beach)**. Tim's 2 is an easy 18 nautical miles from the Occoquan River for a raft-up. Tim's offers fireworks the Saturday after the 4th of July (Saturday, July 10), and we have offered to serve as

(cont. from p. 3)

cruise coordinators for this very informal event. So if you are interested, please let us know at 703-888-3837.

If you're looking for another spot for a quick day trip, you should try Fort Washington Marina. John and I made this short trip this weekend and had great crabcakes at the **Proud Mary Restaurant**. It's a pretty ride upriver just past Mount Vernon and only takes about an hour to get there. (Now we all know Ned Rhodes can make it much faster than that, but it took us about an hour.)

I wrote John's article this month for Father's Day. He seems to be enjoying his day and I hope everyone else enjoyed their Father's Day.

Rebecca Heinze, *Great Escape*



John and Rebecca Heinze at the Tim's 1 Raftup



Secretary

Myndi Harbin

Our Community Caretakers

So by now everyone should have seen my pictures of the boat fire at Fairfax Yacht Club on WJLA. I got my 15 seconds of fame! Thank goodness no one was injured and damage was confined to one vessel.

Kudos to both the Prince William fireboat and Fairfax County fireboat! From the placement of the initial 911 call, they were on the scene within 25 minutes!! And the Fairfax County fireboat 20 comes from Pohick Bay Park!

FYC's new docks escaped with minor damage thanks to the quick action of the Dockmaster and the Commodore. But this brings a valuable lesson to light. What would

have happened if the boat had been moored at a slip closer to shore? It only took about 10 minutes for the boat to go from ROARING hot flames to a pile of ashes.



Please make sure to look over your fuel lines and fire extinguishers. Also please practice safe fueling.

Before Fueling

- Stop all engines and auxiliaries
- Shut off all electric, open flames, and heat sources
- Check bilges for fuel vapors
- Extinguish all smoking materials
- Close access fittings and openings that could allow fuel vapors to enter the boat's enclosed spaces
- Remove everyone from the boat except the person handling the fueling hose

During Fueling

- Maintain nozzle contact with fill pipe
- Attend fuel nozzle at all times
- Avoid overfilling and wipe up spills immediately

After Fueling and Before Starting Engine

- Inspect bilges for leakage or fuel odors
- Run blower until fuel odors are removed

(cont. from p. 4)

On a happier note, you will now be seeing the NEW Fairfax County Police Department's Marine Patrol vessel. She is a 35-foot Marlago Sport Series with twin 300HP Mercury Verados! She cruises at 40 mph and has a top speed in the upper 50s (although I was told this could go up because the boat isn't broken in yet!). Officer Lee Ridenbo, Officer Lance Hamilton, and Officer Matt Grubb will be patrolling the rivers this season to keep us all safe. The responsibilities of these maritime community caretakers are quite vast. They handle everything from minor violations to accident investigations and have the responsibility to maintain the no-wake signage, They will also be more than happy to give vessel safety checks if you have yet to have your boat inspected.



Both the FCPD Marine Patrol and PW fireboat have been fully funded for this year (partly due to the support of OYC). When you see them out on the river, be sure to give them a big wave and thanks!! I am glad they are back out on the water to help keep everyone safe!

Myndi Harbin, *Wii Fish*

Cold Avocado Soup (Makes 2 1-cup servings)

- Ingredients:
- 1 avocado
 - ¾ cup buttermilk
 - ½ cup chicken broth
 - ¼ cup chopped scallions (reserve 1 tbsp for garnish)
 - ½ garlic clove
 - ½ cup water
 - 1 tbsp lime juice
 - ¼ tsp salt
 - 1/8 tsp cayenne pepper (more for a better 'kick')

Combine the avocado, ½ cup buttermilk, chicken broth, chopped scallions, and garlic in a blender and process until very smooth. Transfer to a large bowl and, while stirring, add the remaining buttermilk, water, lime juice, salt, and cayenne. Chill. Garnish with remaining chopped scallions before serving. (Note: Can be prepared up to 8 hours in advance.)

Enjoy, and stay cool!
Arleen Rhodes, *Impulse*

OYC Members on the Water



Memorial Day Weekend Cruise to Colonial Beach

What a great turnout we had for this 8th annual cruise. Unfortunately, we did not have enough slips for all that wanted to participate. [Lesson to self – come to the Plan Fest and make your reservations early with our cruise coordinators.] In keeping with the OYC tradition, we had great food, drink, exciting events, and many stories.

We chartered a very large bus and traveled to Westmoreland Berry Farm (*photo, p. 6*) to garner our "base" of chili dogs, hamburgers, strawberry shortcakes, and sundaes before traveling to Ingleside Winery (*photo, p. 6*). The trip wasn't as perfect as planned with our driver depending on a Garmin to get us there...have you ever seen the Rappahannock River up close from a very large bus on an extremely narrow road?



Treasurer

Arleen Rhodes

So Far, Summer is Hot, Hot, Hot!

I don't know if it's just me, but it seem like we've gone directly into hot, steamy August-like weather, especially on weekends! Here's a recipe that will help you 'keep your cool.'

(cont. from p. 5)



Left to right: Harry Croft, Jim Dooley, Duane Jeirles, Steve Thompson, Ned Rhodes.

Thanks to Bill Johnson and his latest geo-positioning system, he was able to help our driver navigate us out of what would be considered country back to civilization. Ingleside was pleased to see our group arrive, where we were taken on an in-depth tour of the entire winemaking process; then into a dark cavern to enjoy many bottles of their best. Then it was 41 converging on the gift shop and seeing how many cases of wine our bus could hold - which turned out to be a lot. My thanks to the members who made this another memorable OYC cruise.

Rick Sorrenti, *Sea Duck Too*



PRYCA Summer Kickoff Event at Cobb Island

This event, which is sponsored and run by Cobb Island Yacht Club, took place from June 18-20 and was attended by 5 boats from OYC and 22 boats from PRYCA overall, up from 1 and 14 last year. We were all placed at Bob's Scuttlebutt Marina this year, which is right at the heart of the Island (where the market, the post office, the ice cream place, and a bar are – what more could you ask for?). We were located with groups from Aquia and Westmoreland YCs, some of whom we have met before and some we hadn't. So we weren't surprised when we pulled up at the dock Friday night to a chorus of "It's Mr. Wilson's boat! Hi, Mr. Wilson."



As was the case last year, Cobb Island Yacht Club did a great job organizing everything. Our thanks go to Don and Barbara Thayer and their crew for their outstanding hospitality. There were several repeat activities (like the scavenger hunt, the Captain's hour, the cooking contest, the pig roast, and the kayak tour) and a few new ones (the oyster farming and beekeeping demonstrations). Everyone who hadn't been to Cobb Island before reported how much they liked it and how friendly all the people are.

We of *Takin' to the Sea* highly recommend this as a cruise stop any time, not just for this event. We usually stop there first each time we go out to the Chesapeake Bay and are definitely looking forward to next year's Summer Kickoff Event. Mark your calendars when you get them for the 3rd week in June.

Larry & Barbara Freedman, *Takin' To The Sea*

Tim's I Fireworks Raftup

As the new *Daymarker* editor, I'm always tempted to take over the issue with my own stories of growing up boating on the Potomac. My parents have kept a Boston Whaler at a weekend retreat on Belmont Bay since the 1960s. I remember the days when there was a waterskiing jump in Belmont and the Occoquan was a series of very short no-wake zones.

Although my life took me away from the water for awhile, I found my way back after my daughter was born when I wanted to share the same memories with her. My boat partner, Dave Tuttle, and I are new OYC members, but we've both been around the river a long time. Thanks to the OYC, the *Princess of Tides* was surrounded by fun and friends for this year's Not-on-the-Fourth-of-July Fireworks at Tim's on June 26.

The day started out grim for us. After a week trying to get someone to fix our leaking head, we started to think (cont. on p. 7)

we were doomed to repel the entire raftup with the odors wafting from our bilge. After tearing out our aft cabin wall to get to the cracked hose, we realized we didn't have time to also remove the holding tank and repair the problem ourselves. We quickly did some heavy-duty deodorizing, borrowed a porta-potty from friends at the Carefree Boat Club, and headed out to Tim's for the big weekend.



We were joined by John and Rebecca Heinze on *Great Escape*, Joe and Gail Livingston and friends on *Gail Lynn*, and a former OYC member, Leo Smith, on his houseboat. Thanks to the bigger boats,

we all had a great vantage point for the fireworks, which many people said were the best ever at Tim's, especially the grand finale topped off by a bright red full moon.



We were all thankful that we were spared the summer storms that are common at this time of year and could enjoy a night on the hook. The Tim's fireworks weekend is one of the few times that Tim's serves a buffet breakfast, and we all ate heartily the next morning. Starting the day with a spicy Bloody Mary is the life!

Carolyn Wixson, *Princess of Tides*

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Carolyn Wixson, Editor
Ilona Zsirai, Circulation

Deadline for submission of articles to ***The Daymarker*** is the **20th** of each month. Please submit your copy by e-mail to:

oyceditor@gmail.com

Register for Cruises & Raftups!



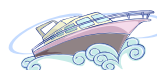
July 4: *Plane to Sea* will proceed to the Washington Channel at approximately 1400hrs (that is 2 p.m. for non-military types) and anchor opposite the Capital Yacht Club to **watch the fireworks and celebrate our great country's birthday.** We will spend the night on the hook. Contact Allen Jorsey at aj727sr@yahoo.com or 703-850-2888.



July 10-11: Raft up with *Great Escape* at **Tim's Rivershore 2 for the post Not-on-the-Fourth-of-July Fireworks.** Fairview Beach is an easy 18 nautical miles from the Occoquan. Contact John and Rebecca Heinze at 703-888-3837.



Sept. 3-6: Join the Freedmans in **Crisfield for Labor Day weekend.** Call Somers Cove Marina at 401-968-0925 or reserve at <http://www.somerscovemarina.com/reservations.html>. Be sure to indicate that you are with OYC to assure the marina office puts us all together. Call Larry and Barbara at 703-855-1826 to get on the list for dinner at Waterman's Inn on Saturday night too.



Sept. 3-6: Join John and Rebecca Heinze at the **Corinthian Yacht Club** on the lower Potomac River for Labor Day. CYC features excellent marine facilities, a swimming pool, multiple grills, and a fully equipped club house, all in a lovely country setting. Call 703-888-3837 to sign up.

The Datemarkers

Birthdays

Brian McCormally	7/1
Jim Crabill	7/2
Patricia Croft	7/2
Joseph Ward	7/17
Tom Strobel	7/23
John Wix	7/25
Joseph Hoffmaster	7/26
Bob Nalevanko	7/28
Al Curtis	7/31

Anniversaries

Harry & Patricia Croft	7/2
Matt & Elizabeth Legg	7/9
Michael & Sarah Robins	7/11
Brian & Maria Bryant	7/22
Jack & Shannon Striker	7/30

Welcome New Members!

Jim & Marcie Larkin	<i>Assisted Living</i> , Hoffmaster's
Al & Helen Curtis	<i>The Dubliner</i> , Hoffmaster's

4-5 July
Fireworks Raft-up @
Washington Channel
Al & Lynanne Jorsey
703-850-2888

10-11 July
Raft-up @ Tim's II Fireworks
John & Rebecca Heinze
703-888-3837

16-18 July
PRYCA Float-in @ Port Kinsale
Tom & Liz Plewes
703-978-3546

6-8 August
PRYCA Dog Days of August
@ Colonial Beach
Carl & Patricia Maxwell
703-680-0090

3-6 September
Crisfield Cruise & Crab Derby
Larry & Barbara Freedman
703-855-1826

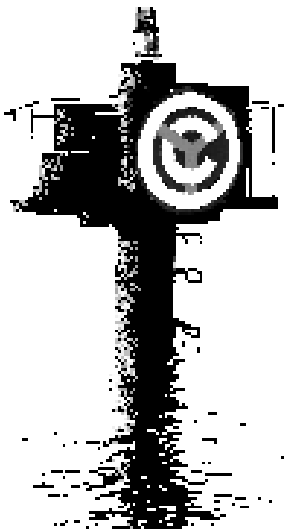
3-6 September
Corinthian Yacht Club Cruise
John & Rebecca Heinze
703-888-3837

Inside this edition...

You know summer's here when we publish trip reports! Check out photos and fun from OYC trips to Colonial Beach, Cobb Island, and Tim's.

Shipshape with OYC – sometimes it takes tools, while other times, club camaraderie goes a long way. Tom Lensis and Patricia Croft share the trials and tribulations of staying afloat.

Myndi Harbin pays tribute to our heroes on the water who rescue us and remind us to stay safe.



The Daymarker

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