



The Daymarker



***OCCOQUAN
YACHT CLUB***

From the Commodore

commodore@occoquanyachtclub.org

One month of winter is behind us! Min and I spent time in Florida in the beginning of January to get away from winter for a few days and visited with Pam and Joey Sowell, OYC members for many years! It was nice to see them and Florida was great, though I do have to admit that we did have to wear long pants one day. ☺ Boating is starting to return to our thoughts, perhaps the Miami boat show in February, or maybe you have already been to a show like Baltimore or Fredericksburg. We start thinking about the new gadgets we can add to our boats or perhaps you have a punch list of things that need repair or upgrade.

We had a great Happy Hour at Cody's in January with a super turnout. Thanks to Rear Commodore Wayne Beal for setting up and we look forward to the one in February!

By the time you read this article, we will have had our Pre-Plan Fest where the board and cruise coordinators sit down to map out the coming boating season. Thanks to Vice Commodore Jerry Tarasek and Rear Commodore Wayne Beal for setting up the event and thanks to Immediate Past Commodore Pat Schondel for allowing us to use his home again! We have a great year planned with a few new events and some of the old favorites. It's still not too late to add something if you have an idea. Please contact Vice Commodore Jerry Tarasek or myself and we will work it. The Plan Fest and General Membership



*Commodore
Bob Hill*

will be on March 11th so be sure to mark your calendars. The Plan Fest is where the Vice Commodore and the cruise coordinators will present to you, the members, what, when and how to sign up for the events. We will also be having the Annual Photo Contest in conjunction with the General Membership Meeting so be sure to get those pictures ready and I know Rear Commodore Wayne Beal will be providing you with more details over the coming month.

Coming up this month is the Captain's Course, set up by Past Commodore Bud Bishop and Brian Fields. We have 20 people signed up, and again Immediate Past Commodore Pat Schondel has graciously volunteered his home for the event. Not all are OYC members (yet!) but we will have a good group of folks to take the written test at the PRYCA Float In and Commodores Cup competition in July! ☺

If you are a Facebook fan, hopefully by now you have had an opportunity to join the group. If not feel free to reach out to PRYCA Delegate Bruno Millionig or any of the board members who will be glad to help you get added to the group.

If you have any questions please do not hesitate to contact me at: commodore@occoquanyachtclub.org
Cheers and hope to see you at our next OYC Happy Hour function! Be safe.



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Coming Soon

The Daymarker is published to provide members with announcements of, and information about, Club activities. Deadline for articles is the 25th of every month preceding the publication date. Contact The Daymarker editor Ray Maestas at editor@occoquanyachtclub.org for information on submitting articles.

From the Vice Commodore

vicecommodore@occoquanyachtclub.org

Lo and behold, not everyone winterized their boat this year. I recently had the pleasure to visit Bob and Vicki, "Last Mistake" on their boat at Sunset Bay Marina, in Stuart Florida. Bob and Vicki are OYC members who decided to cruise the ICW in their Kadey Kroger live aboard yacht and winter in Florida this season. Now that's what I call living the dream. It's beautiful down there this time of year, and fortunately I was able to greet Bob and Vicki with a traditional OYC welcome drink (wine) when they docked at Sunset Bay on January 12th. I've been spending my share of time in Florida the past few months caring for my Dad who is recovering from an illness and is now doing well.

Maybe we'll all get a chance to see each other again this summer on the Chesapeake Bay. It was great seeing you guys and I hope this article finds you well.

I would like to thank all who completed the OYC Survey Monkey this past month. The survey is now closed. It was very helpful to receive membership responses, thoughts and ideas prior to



*Vice
Commodore
Jerry Tarasek*

assembling the draft 2017 OYC Cruise and Event Schedule which we will finalize in February. We'll email the final schedule to

you and also present it at the combined Annual Membership Meeting, Photo Contest and PlanFest on March 11th. As promised, a summary of the survey responses are provided in the attached table below. As a preliminary note, we plan combine Chesapeake Bay Cruises 2 and 3 to one Southern Bay Cruise, and based



on popular demand, add the Tim's River Shore 2017 Boat Poker Run event to our schedule, which is tentatively planned for June 10th.

Finally, for those of us wintering in the cold up north, it's not too early to think about planning your spring commissioning. In the meantime, Susan and I look forward to seeing everyone at one of our next OYC events. Take care and stay warm. Yours truly in boating.

Q1 Would you consider you and your first mate to be:**Answer Choices –****Responses –**

Active boaters/cruisers	21
Somewhat active boaters/cruisers	11
We typically do not cruise or participate in OYC group events	0
Total	32

Q2 Do you plan to attend more than one OYC cruise or event in 2017?

Yes	33
No	1
Total	34

Q3 Which of the following annual OYC cruises do you plan to attend in 2017? There's no obligation, just check those you believe you would like to attend.**Answer Choices –****Responses –**

Cherry Blossom early bird cruise, The Yards (April)	20
Wine and Food Festival early bird cruise, National Harbor (April)	17
ORMA Blessing of the Fleet (May)	22
Colonial Beach (Memorial Day weekend cruise)	21
Cobb Island (June)	11
DC Jazz Festival at The Yards (June)	13
Chesapeake Bay Cruise 1 to the Tides Inn (June-July)	13
Raft-up, 4th of July Fireworks near DC	11
Raft-up, Not the 4th Tim's II (July 8)	16
PRYCA Float In at TBD marina (July)	17
Chesapeake Bay Cruise 2, Harry Croft cruise (July-Aug)	6
Chesapeake Bay Cruise 3, Southern Bay (July-Aug)	8
Aqua Harbor/PRYCA Dog Days of Summer (August)	8
Old Town Alexandria weekend cruise, City Dock (August)	23
Raft-up Gilligan's Pier (August)	10
Chesapeake Bay Cruise 4, Annual Crab Fest at Crisfield MD, Somers Cove Marina (Labor Day Weekend)	9
Nat's Baseball game weekend vs Phillies, The Yards (Sept)	16
Columbus Day Weekend Cruise, Gangplank Marina, (October)	14
Hardy Souls Cruise (November)	23
Total Respondents: 33	33

Q4 Of the annual OYC cruises listed previously, are there any that you believe we should add to the 2017 cruise list? (please write in destination)

Yes, I would suggest adding the following cruise(s) listed in comment field below. 12	Poker Run, Coles Pt, Ft Washington, Bald Head I
No, 21	21
Total	33

Q5 What destinations do you believe we should remove from the 2017 cruise schedule?

Answered: 8	None, Cobb Island
Skipped: 27	

Q6 Would you prefer to do more local and/or day cruises versus farther and/or longer cruises?

Answer Choices –

More local and/or day cruises

More farther and/or longer cruises

Combination of both

Total

Responses –

9

3

19

31

Q7 Would you be interested in being a cruise coordinator in 2017? Please specify cruise.

Answer Choices –

Yes

No

Maybe, co-lead

Total Respondents:

Responses –

7

23

6

34

Q8 Which of the following OYC land events do you plan to attend in 2017? There is no obligation, just select the events you enjoy and would like to attend.

Answer Choices –

General Membership Meeting, Photo Contest, and Plan fest (March)

St Patrick's Day at Madigan (March 17)

Occoquan River Cleanup, Occoquan Regional Park (April)

OYC Flag Raising Ceremony, Official Beginning of Boating Season, OHM (May)

Hawaiian Luau and Pig Roast (June)

Shrimp Fest (Sept)

General Membership Meeting, Election of Officers, Chili Cook-off (October)

OYC Change of Watch (COW) Gala, (Nov)

First Friday of the Month Happy Hours

Total Respondents:

Responses –

30

18

13

31

29

31

28

23

29

35

Q9 Do you have any further input to provide on the OYC 2017 cruise and land event schedule?

Answered: 9

Skipped: 26

More HH in down town
Occoquan, safety events,
move COW to December

Q10 Please provide your name(s) and boat name so that we can register your input!

Answer Choices –

Responses

Captain/First Mate:

Boat Name:

Responses –

100.00%

35

35

From the Rear Commodore

rearcommodore@occoquanyachtclub.org

The last Happy Hour seemed to go off without a hitch and we had a great turn out! Thank you all for coming out! Our next event will be on Friday February 3rd. So, I believe it is time for a venue change... how about we try Madigan's Waterfront this time. Starting at 5 o'clock as usual, but arrive when you can of course. Madigans Waterfront is located at 201 Mill Street Occoquan, Virginia 22125, just incase you did have the address or better yet, to save you time looking it up.



*Rear
Commodore
Wayne Beal*



You can also take a look at their web site. Some folks from OYC and a few other clubs will have to study for their Captain's test which is the next day so let's drink one for them and wish them good luck! I also want to thank Bud Bishop for helping to put together the Captain's training/test and to Pat Schondel for hosting the training at his place. It's great to see that people are interested in learning more which will help us all become better and safer boaters! Great job guys!



<http://www.madiganswaterfront.com/>

Get Creative, Have Fun, and Contribute to the *Daymarker* !

By Ray Maestas, **The *Daymarker*** Editor

Are you one of the many OYC members who receives the *Daymarker* in the mail, reviews, and reads it, and then wonders how you could get involved and add some creativity? You can, and I invite you to get involved.

Whether you are new to the Club or a long-time member, there are several ways you can contribute to the *Daymarker*. But first, it helps to know what the purpose of the *Daymarker* is and what the deadlines are for submissions.

The purpose of the *Daymarker* is to encourage participation in OYC activities and to provide a record of these events. The *Daymarker* coverage includes all OYC activities with a special focus on our members, their family members and our associates who boat under the OYC burgee. Event coordinators are responsible for submitting ads before each event, followed by an article with photos to chronicle the event afterwards. Photos and articles do not have to come only from the event coordinators though, I encourage you all to snap your own photos of these events and write up a short entry on your photo and send in to the Editor for addition to your *Daymarker*.

The due date for materials (ads, articles, and photos) is the 25th of the month prior to publication. For example, materials for the March issue will be due February 25th.

One of the many benefits of being able to receive the *Daymarker* via email is that we don't have to print, sort and bulk mail the newsletter which would require

more of a dedicated team rather than just me.

If you are not an event coordinator, there are three ways that you can still contribute:

- 1. Be a Co-Coordinator:** Take a look at the listed events that we have coming up and who is overseeing the event and jump in there and help them out. This is a perfect opportunity to learn exactly how to get it done. After a few time being a co-coordinator you will be ready to take on the challenge yourself.
- 2. Take photos:** While attending our many Happy Hour events or when you participate on one of our many cruises coming up, snap photos like crazy and then send them in to the Editor with a small caption. They will be used in the next month's newsletter.
- 3. Ideas for an article? Comments or questions? Kudos or criticisms?** Contact me at editor@occoquanyachtclub.org You can also often find me at the Occoquan Harbor Marina or on the water. Chat me up!



**Membership & Towing Services
(Water & Road)**

24-Hour National Dispatch Center: 800-391-4869

24-Hour Information: 800-395-2628

Membership@BoatUS.com

Mattawoman Creek

Ever wonder how Mattawoman Creek, where a lot of us go to relax for the weekend, got its name? Neither have I, but here it is:

Mattawoman appears on [Capt. John Smith's](#) (Admiral of New England) circa-1608 map as Mataughquamend, an [Algonquian](#) compound translated as "where one goes pleasantly."

MOLD!!! Make sure your boat is protected.

By Ray Maestas, **The Daymarker** Editor

In an article I came across in BoatUS there was some great information on Mold, how it spreads and how to make sure you don't fall victim. Take a moment to read.

"Mention a boat and the first element that springs to mind is water. Boats need water. But boats also need air, which is one of those things people tend to take for granted, since it's always there and it's free. But just because air is abundant doesn't mean your boat is getting all it needs; a lack of fresh air on a boat can cause problems ranging from mold and mildew to sputtering engines. The following suggestions are to make sure your boat will always have as much air as it needs to remain healthy and run smoothly.

Eliminating Fungus

Some boaters seem to think that storing a boat out of the water in the winter will help to keep mold and mildew at bay (the term *mildew* refers to the fuzzy stuff you see that's produced by *mold* — which is a fungus). That thinking usually lasts until they open up their boat in the spring and are greeted with (at best) a dank, musty smell or (at worst) an interior full of mildewy cushions, carpets, and headliners. Mold spreads by forming spores and every boat already has them — the key is to deny them what they want so they can't grow.

Keeping Water Out

Two things make the difference between a fresh interior and one that smells like a damp basement: air and moisture. Not enough of the former and too much of the latter causes mold and mildew, and it's a lot easier to prevent mold and mildew than it is to stop its growth. Mold growth is

accelerated by high humidity and, once formed, it can survive for years, even if conditions change. The U.S. Center for Disease Control says that mold growth is encouraged by warmth and humidity, but, as anyone who has waited too long to clean out their refrigerator can attest, mold can also thrive in cooler weather. Even in frigid climates, the interior of a boat can reach temperatures that will support mold when the sun shines on the hull and in the early days of spring.

All it takes is a single leak to start spores growing. Unfortunately, it's hard to find a boat that's not in a humid location and vulnerable to leaks. Rain leaking through hatches and port lights will make a boat's interior a mold haven, so the first thing to do is find and seal its leaks. Port lights and windows are probably the number one leak spot on a boat, followed by loose stanchions. On sailboats, chain plates that penetrate the deck are a common problem area as are deck-stepped masts. Leaking deck hardware (cleats, rails, and windlasses) is another common problem. More bad news: Water that's leaking through the deck core can cause another kind of mold, the kind that causes deck coring to rot. Re-bedding port lights or deck hardware is the only way to stop them from leaking and needs to be done sooner rather than later. Clogged cockpit scuppers are another source of water ingress; if the drains clog with leaves or ice, water can back up and flow into the cabin. In places with large snow accumulations, port lights, hatches, stanchions, and other fittings that

normally seem leak-free can begin to drip as snow slowly melts over several days — check them after a heavy snowfall. Keeping a cover on your boat helps keep the water out, but if it prevents air from getting in, you could still be faced with mold and mildew this

spring.



Keep Air Moving

Mold loves a closed-up boat. Air trapped inside tends to hold moisture, which mold thrives on. Unattended boats generate moisture inside through condensation because water, air, and hull temperatures are always changing and at different rates. This process is accelerated in a humid climate. The solution is to exchange inside air for outside air, which greatly reduces the chance of mold forming. Dorades, louvers, vent plates, and other waterproof ventilation systems help with air circulation, but if there is no air movement around the boat, they won't be effective and powered ventilation might be required. There are 12-volt vents for boats, but unless there is a constant supply of electricity, solar-powered vents are a better choice and can move a surprising amount of air. Some models have batteries and can run for 24 hours a day, using stored power to run at night. A good rule of thumb is to replace the air inside the boat every hour (as an example, a 30-foot boat contains about 800 cubic feet of air), and vents are typically rated by how much air they can move in an hour. Larger boats typically need two powered vents, one intake and one exhaust.

Replacing the cabin air won't do any good for closed-up lockers, so keep them open where possible. Don't forget to open covers over the bilge; more importantly, don't forget that there may be an open cover on the sole — leave yourself a note on the cabin door so you or someone else doesn't accidentally step into the bilge in the dark. Removing at least some of the contents of lockers over winter will help air circulate. Small 120-volt heated wands are available that warm the air in lockers and cause it to circulate, but they won't be effective if the cabin air is not vented, and it's often not possible (or legal) to get shore power to a boat in storage. If you're able to use shore power, these heaters are safer than hanging an electric bulb in a locker since they can't get too hot and aren't prone to breaking if the boat is rocked. One

thing you should never do is leave an unattended household heater on board; every year boats (and neighboring boats) catch fire from these heaters or their extension cords.

Another way of lowering humidity in a confined space is with chemical dehumidifiers, which use calcium chloride to absorb moisture and then direct it to holding containers. These tubs and bags are safe and available at most marine stores. Depending on the amount of humidity, a couple of packets might last all winter — use more for a larger boat. They're cheap and easy to put into lockers or other places where removing humidity is a problem.

Something you can do when you visit your boat this winter is to open it up on a sunny day and let fresh air in while you're doing an inspection. Go have lunch and then come back and button things up again. Your boat will appreciate the blast of fresh air. Over winter, many boats are shrink-wrapped, which can present problems for air circulation. Shrink-wrap is great for protecting a boat from snow, dirt, and sun, but it limits how much air can get below. Vents can be installed in the shrink-wrap and depending on the size of the boat, several may be required; there are also solar-powered vents designed specifically for shrink-wrap. If there are no security concerns, consider leaving the cabin doors open so air can better circulate.

Finally, take home bedding, mattresses, clothing, towels, and other items that can attract moisture since they can be ruined by mold.



Engines Need Air Too

Getting air to the engine is far more important than preventing mildew. Whether you've got a tiny outboard or a roaring V-8, it needs air — clean air — and lots of it. A lack of air can cause gas engines to run poorly and produce excessive carbon monoxide, reduce power, and, in diesel engines, create smoke and soot.

Ted Parsons, a boat owner who lives on Long Island, was puzzled. The performance of his 22-foot ski boat was suffering. So much so that he could barely pull a skier out of the water. The engine lacked power and felt sluggish. But when he brought the boat to a shop to have it checked, it worked fine. The mechanic, standing next to the open engine cover, showed him how the engine started right up and purred like a kitten. When he revved the engine, it sounded just like it should. But when Ted took the boat back to the lake, it once again felt like it was running at half-power and nearly stalled at idle. As he was bobbing on the lake, he opened the engine cover (which seemed unusually difficult) to see if he could spot anything obvious, which suddenly made the engine run smoother. That puzzled him, but the fact that the hatch was hard to open while the engine was running was a clue. On a hunch, he took the boat for a spin on the lake with the cover opened and it felt transformed, with lots of smooth power. Poking around, he finally found the problem — both air intakes had nests in them that nearly cut off the flow of air, causing the engine to struggle. Once the vents were cleaned out, the boat ran like new again.

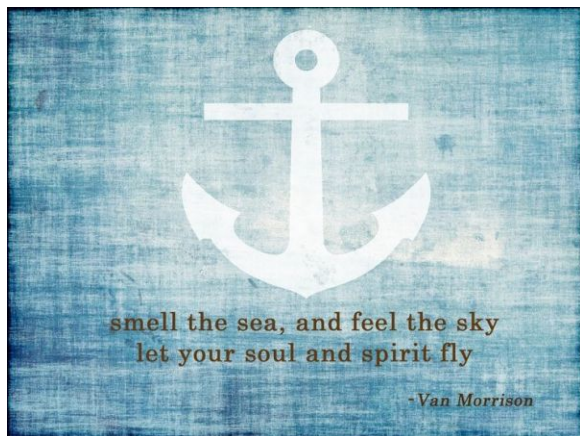
The story illustrates how important proper ventilation is to an engine. Air contains about 21 percent oxygen, and it's the oxygen that mixes with gas or diesel and allows the fuel to combust. An engine uses far more air than fuel — about 10,000 times as much. If the amount of air is restricted in some way, the engine burns too rich (too much gas), which causes a lack of power, smoke, and carbon buildup

inside. A rich mixture also burns cooler, which creates far more carbon monoxide (CO) than a normal engine. Bob Loeser, a well-respected marine accident investigator, performed a test on a twin-engine cruiser and found that by merely opening the engine hatch, CO was reduced by nearly 25 percent. Imagine the increase in this deadly gas if there is a severe restriction in the engine compartment's intake system. Air restrictions also cause a loss of fuel economy. On boats that are equipped with air filters (many just have spark arrestors), replacing a clogged air filter on a carbureted engine can improve fuel economy around five percent and up to 15 percent if the filter is really clogged. Many older engines are only equipped with backfire spark arrestors and don't have filters — the thinking was that boats have little dirt for an engine to ingest. That assumption isn't necessarily true as anyone who has seen the black dust from a V-belt can attest. Trailering a boat can bring lots of dust and dirt inside, too. Many sailboats and trawlers have their engines located under the sole, and dirt and sand from shoes can find its way into the engine. Abrasive dust that's inhaled by an engine can damage its internals. Since gas engines are required by law to have flame arrestors, only special-made marine (not automotive) air filters with built-in spark arrestors can be used if you choose to install one. Proper marine filters are marked "SAE J1928" or "UL 1111" to indicate USCG approval.

Other places restrictions can occur: Check the vents or louvers that allow air into the engine space for obstructions. The hoses that attach to them can get deformed and restrict airflow to the engine, so inspect them, too. Often, when a larger, more powerful engine gets installed, the intake vents are not modified to increase airflow. In some cases, what seems like fuel starvation is being caused by restricted air to the engine. Black smoke from a diesel engine is a classic sign of air starvation. By opening the hatch, and watching for a change in smoke, you can determine

whether or not the engine space is getting the air it needs. One more thing: It's generally not a good idea to leave engine space exhaust fans on while cruising, since it tends to pull out more air than it brings in, making it even harder for the engine to inhale while underway." 🚢

BoatUS Article found at: <http://www.boatus.com/seaworthy/magazine/2011/january/freshair.asp>



What is it like in YOUR Boat???

By Ray Maestas, **The Daymarker** Editor

After that long article about the dangers of mold on your boat, are you wondering what the conditions are on your boat (AKA: Home away from home)? Whether on the water or up on dry dock, you can monitor your boats conditions anytime.

If you're on a budget or just want to save money, you can do like I am and use the **AcuRite 3-Sensor**

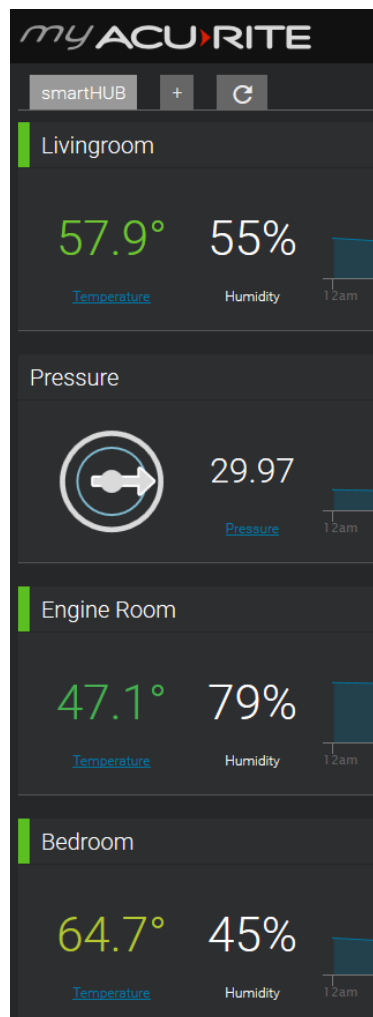
Temperature and Humidity Smart Home Environment System with My AcuRite Remote Monitoring App.

Now no matter where I am, stateside or overseas, I am able to pull up the



weather conditions, temperature and humidity, on my smartphone or computer. I have the sensors placed in the three main locations on my boat; the living room, forward bedroom and most importantly, my engine compartment. With colder weather bound to eventually get here, I wanted to make sure my engine compartment never gets below 45 degrees (which is my activation temp for my 1000w West Marine engine heater).

Here is what my dashboard looks like from my computer (looks nearly the same on the App too):



From the dashboard, I see that the two fans I having running in my bedroom and living room are doing a great job circulating the air and keeping the humidity down. The moisture levels in my engine room, on the other hand, is pretty high. I believe I will go and purchase a small

fan to help circulate the air down below.

The **AcuRite 3-Sensor Home Environment System** can be purchased from a few different places (Home Depot, Lowe's, etc). I purchased mine from Amazon for \$99.99. That's worth the peace of mind ☺

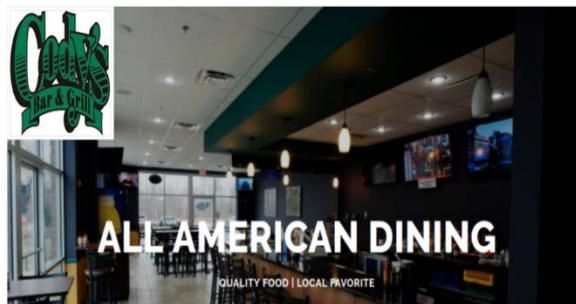
Fototime Picture Link

By Les Bergmann, Historian

I'm happy to announce that we have a new website where we can see pictures of OYC events. You can follow this link <http://www.fototime.com/inv/97261FD666E7239> to access it. Remember to bring your photos to the general membership meeting for the photo contest. We still have 2016 directories available so if you have not received yours yet, please see me at the membership meeting.

First Happy Hour of the New Year!

By Ray Maestas, **The Daymarker** Editor



It was great seeing everyone who was able to attend our January 13th Happy Hour at Cody's. We had approximately 30+ members show up to have great food, a few drinks and swap some interesting stories. If you have never been to one of our Happy Hours, you're missing out! Here are a few pictures of everyone having a great time!

Oh! And by the way, if you haven't heard already, Cody has taken over the

Electric Palm Restaurant (12745 Sea Ray Lane Woodbridge, VA 22192). He is planning to change up the menu to make it shorter, simpler and sweeter so that the chefs and push out the food quicker with a better quality to the food. Cody has been working on this for a while and has gone so far as to redo the entire kitchen area to ensure maximum efficiency and improved quality of its foods.

Cody is personally training his servers to ensure you get quality service too. If you've been to **Cody's Bar & Grill**, the service is already great. He is going to make sure the same quality of service will be provided at the Electric Palm as well.

If you've ever been to the Electric Palm Restaurant in the past, you know there

computer system wasn't the greatest, causing long waits for your bill when you were ready

to go... no longer though, Cody is completely upgrading their computer systems at the Electric Palm to ensure a more smooth experience.

The Tiki bar is currently closed due to weather but the upstairs Bar and Restaurant is still open.

Eventually Cody is planning to phase-out Friday nights at Cody's Bar & Grill and just do breakfast and lunch. The Friday night live bands and Karaoke will move over to the Electric Plam.

Looking forward to the new venue, See YOU There!



What is a Nautical Mile and How Does it Differ from a Normal Mile?

By Ray Maestas, *The Daymarker* Editor

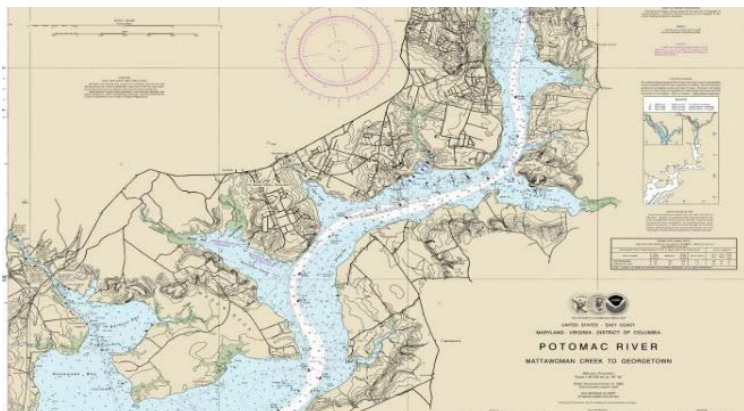
Okay, I know we have some retired Navy personnel in this Yacht Club but for those of us who are not, or have not spent time in the Navy, what the heck is the difference between a nautical mile and a regular mile???

A **nautical mile** is based on the circumference of the planet Earth. If you were to cut the Earth in half at the equator, you could pick up one of the halves and look at the equator as a circle. You could divide that circle into 360 degrees. You could then divide a degree into 60 minutes. A minute of arc on the planet Earth is 1 nautical mile. This unit of measurement is used by all nations for air and sea travel.

A **knot** is a unit of measure for speed. If you are traveling at a speed of 1 nautical mile per hour, you are said to be traveling at a speed of 1 knot.

A nautical mile is 1,852 meters. In the English measurement system, a nautical mile is **1.1508 miles**, or 6,076 feet.

So, if you depart the Occoquan Harbor marina, it is approximately 20NM to National Harbor which is approximately 23 Miles.



Did you know that you can get a Fuels Tax Refund for the gas you put into your boat?

By Ray Maestas, *The Daymarker* Editor

That's right. You can get a refund by one of two means: you can go to <https://www.dmv.virginia.gov/webdoc/pdf/ts217.pdf> and simply follow the instructions to fill out the PDF form and send into the DMV or you can GO GREEN and create a logon and password and do everything online. Make sure you are keeping those gas receipts!

PRYCA Information

By Bruno Millionig, PRYCA / CBYCA

Last month, we talked about the PRYCA's role in boater advocacy, particularly regarding the U.S. Park Services' proposal to close the only boat lift in the Northern Potomac, that of Ft. Washington. This month, I'd like to draw your attention to the CBYCA, which focuses on local issues, but keeps close tabs on state, local, and especially federal legislation that may affect its boating members. If you haven't taken a stroll through www.cbyca.org lately, I encourage you to do so! There's a wealth of information on new legislation, Chesapeake region water cleanup and fisheries health, and for you "gassers", what President Trump's EPA nominee portends for the future of E15. You can read it all at: <http://www.cbyca.org/chartroomchat/r/CHAT17/CBYCA%20Chartroom%20Chatter%20012017.pdf>

Switching gears on you...I hope you've had a chance to check out the OYC Facebook and Twitter pages. We also have a member's only SECRET group where you may freely share photos, news, and information without concern it will be

viewable by the public. The Public Facebook page and twitter feeds (@occyachtclub) will broadcast items of general interest to current and prospective club members. Please contact any board member for an invite to join the secret page, and by all means, don't hesitate to let me know what else we can do to get the word out!

Membership News

By Mark Lawton, OYC Membership

Unbelievable! It is 60 degrees and sunny as I type this ... a typical January day, right? Global warming? Who knows. Just not what I was accustomed to growing up in New England. Regardless, I'm sure like me, many of you are starting to dream more and more about getting back out on the water, and days like today make it seem well within reach. Only a couple of more months to go!

What to do in the meantime? As relatively new boating enthusiasts, one of the things my wife and I like to do from time to time to enhance our boating knowledge, particularly in the off-season, is to take in a boating course. In fact, BoatUS strongly urges boaters to use the off-season to improve their knowledge of boating safety. You can start by taking the free online boating safety course and learning about other boating safety programs at www.BoatUS.com/Foundation.

Membership. So, as we all know, one of the most important measures of a club's vitality is its membership growth. Membership growth is a combination of both recruitment and retention. On the retention front, if you haven't already sent in your dues for the 2017 boating season, please do so as soon as possible by mailing your check or money order to our esteemed Treasurer, Mr. Johnny DeDitius, care of Occoquan Yacht Club, P.O. Box 469, Occoquan, VA 22125. Thanks in advance for your attention to this, and for those who have

already paid their dues, thank you very much! As for recruitment, consider yourselves deputized as official OYC recruiters and know that recruiting high season is upon us. Have friends who have a boat but are not yet members of a world class yacht club? We want them! Know someone who does not yet have a boat but wishes they did? We want them! Know someone who really doesn't care for boating but likes rum-based drinks and swapping sea stories tinged with a hint (or more) of exaggeration? Heck, we want them, too! Simply refer them to me at Membership@Occoquanyachtclub.org and I'll take care of the rest.

That's enough for now. Let me close with a tip of the hat to all of our respective first mates. Where would we be without them? All they endure, I think, is nicely summed up by this little poem I came across, entitled "A First Mate's Lament:"

It's not my job to drive the boat, the horn I cannot blow.

It's not my job to say how far the yacht's allowed to go.

It's not my job to throttle down, nor even clang the bell.

But let the dang thing hit the dock, and see who catches hell!

Have a great month everybody!



"I've got 3 kids, a husband and a stressful job. There's nothing down there that will make me panic."

What to buy...

By Ilana Cumby, Quartermaster

Spring is only about a month and a half away. If you're wanting a few new items to start it off with, please get your orders in as soon as you can. I can Polo's, Jackets, Sweatshirts and more with your name, boat name or logos on them for you. Head out in style. I have many pieces of jewelry left that you can choose from also.

Fleece-lined Hoodies (email me to order)

3 colors: White/Grey, Grey/Black, Navy/Black
Available in M, L, XL, XXL \$45 with either OYC Flag Monogram or your Boat Logo



Last, for the little girl in your life, how about one of these beautiful handmade necklaces, **only \$28.**



Looking for Flag Poles and Mounts???

By Joe Livingston of the Gail Lynn II

The Swiveler Flag Pole set is designed to fly the club's 12 " burgee. Many of our members consider this flag pole the best on the market; and the solid machined 316 stainless steel pole, with rotating clips and machined iodized aluminum mount, securely holds and protects the flag. Review at www.originalswiveler.com.

Each set costs \$65, and the mount is milled to a specific diameter. To order, send me an email indicating how many sets you wish to purchase, give the exact diameter of you rail (measure please...do not guess). I find it easiest to use an adjustable wrench slid over the rail and then measure that opening in inches. Many rails are 1", 1-1/8", or 1-1/4" in diameter. Sets are currently available.

The \$65 will be payable by check or cash to Joe Livingston. Please contact me at joseph.livingston@verizon.net or at 703-505-8313.

"Please note...Cost of Flag Poles have increased by 15% as of 1 January 2017"

Annual Richmond Boat Show

February 17 thru 19 is the 29th annual Richmond boat show. For years the Richmond Boat Show has been recognized as one of the best boat shows in Central Virginia. Covering nearly 110,000 square feet in four buildings, it attracts dealers from throughout Virginia. Boats on display from 18 dealers include runabouts, saltwater fishing boats, ski boats, pontoon boats, deck boats, jet boats, PWCs, motor yachts and bass boats. Additional exhibits include boat lifts, floating docks, marine electronics, water sports and safety

equipment. Experts will be on hand to give information and answer questions about marinas, financing, insurance, boat maintenance and repair and boating safety. Visit www.gsevents.com for more information.

OYC Website

By PC Don Bennett, Webmaster

For any new members or in case you need a refresher... Please log onto www.occoquanyachtclub.org and enter your username and password in the lower left. Please contact me if you don't have one or if you've forgotten it. Once logged in, the *Members Only* section will appear at the bottom of the left column and you will see the *Your Profile* and *Cruise Sign-Up* options. Use the *Profile* option to just update all of your personal and boat information. Don't forget to select *Submit* at the bottom of the page.



5th Lisa Graybill
7th Pam Poulos
10th Daniel Kent
13th Ray Maestas
13th Debra Solowan
22nd Ned Rhodes
23rd Dan Everton
27th Terry Holzman

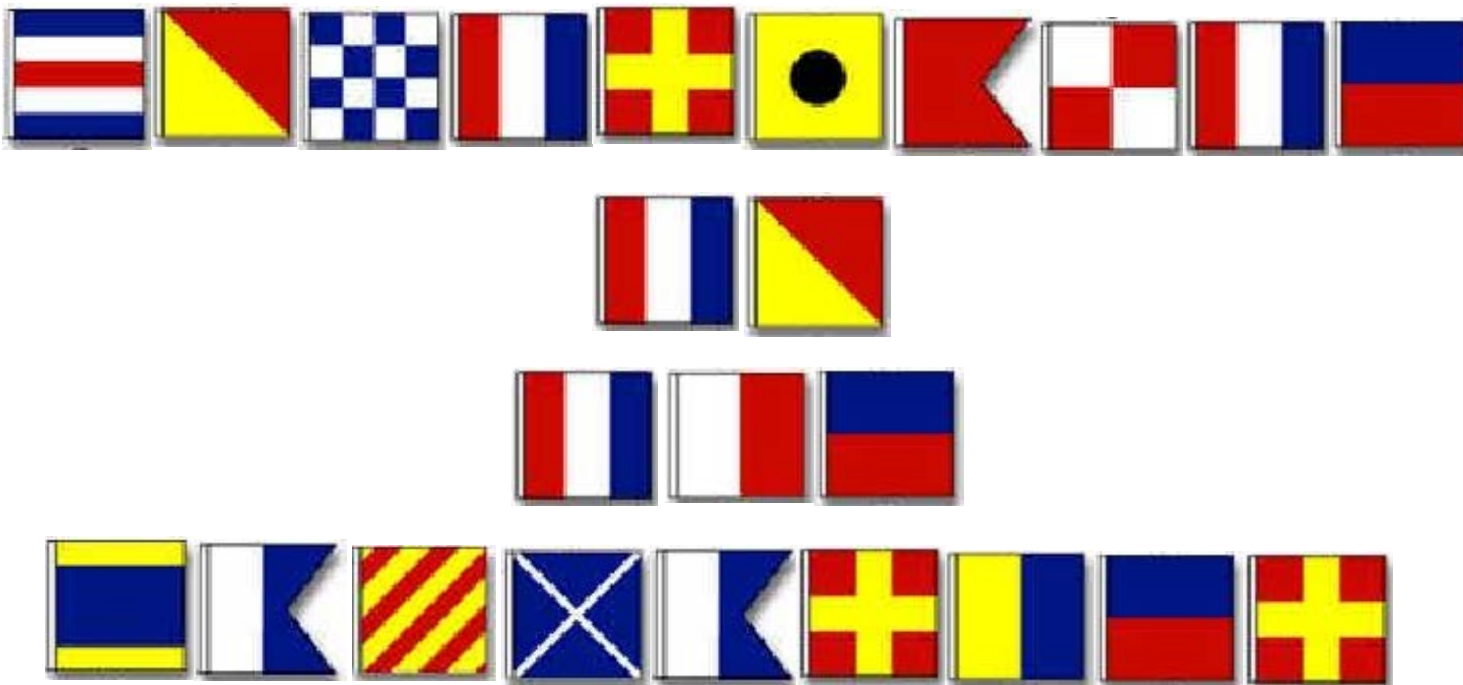


3rd Laslo & Linda Bozoky
18th Greg & Ilana Cumbey
30th John & Rebecca Heinze

Can you decipher this picture? If so, you will be the winner of a YETI Cup!

(Donated by Ray Maestas, *The Daymarker Editor*)

RULES: Be the first to decipher the flags below and send the answer to the **Daymarker** editor via email (editor@occoquanyachtclub.org). The winner will be announced and posted in next month's **Daymarker**. NOTE: OYC board members are not allowed to participate GOOD LUCK!





• Club Registration •
www.OccoquanYachtClub.org

Occoquan Yacht Club 2017

New/Renewal Family Membership (Annual fee: \$75.00)
Includes Burgee.

New/Renewal Individual Membership (Annual fee: \$55.00)
Includes Burgee.

New/Renewal Associate Membership (Annual fee: \$30.00)
Add an additional \$25 for Burgee.

Members can purchase additional burgees -- add \$25 to the above prices per additional burgee.

Fees paid after 1 October will cover both current and following year.

Membership level

Family membership (Annual fee: \$75.00)

Individual membership (Annual fee: \$55.00)

Associate membership (Annual fee: \$30.00)

Additional Burgees (Each: \$25.00)

Please make checks payable to Occoquan Yacht Club. Mail your check and this form to:

Occoquan Yacht Club

P.O. Box 469

Occoquan, VA 22125

Please allow 2 weeks for processing application and return of membership packet.

Individual member contact information

Date

Captain Name

Captain Mobile

First Mate Name

First Mate Mobile

Street address

Street address line 2

City

State

Zip code

Captain Email Address

First Mate Email Address

Captain Birthday (MM/DD)

First Mate Birthday

Wedding Anniv.

Boat Information

Name of Boat

Builder

Length/Beam/Draft/Height

Power Required (ie, 1-30amp, 2-30/150amp,
1-50 amp)

Fuel Type (ie, Gas, Diesel)

Where Berthed (ie, OHM, FFX, etc)

Slip Number

I am interested in the following volunteer opportunities (check all that apply)

	Yes	No	Maybe
<i>Contribute articles to the OYC newsletter, The Daymarker</i>			
<i>Contribute pictures from club events for The Daymarker</i>			
<i>Contribute pictures and short articles to the OYC Website and The Daymarker</i>			
<i>Assist with Website programming</i>			
<i>Assist event coordinators</i>			
<i>Serve as a PRYCA or CBYCA delegate</i>			
<i>Serve as a fleet captain</i>			
<i>Serve as a safety officer or board officer</i>			
<i>Coordinate an event</i>			

Occoquan Yacht Club Officers for 2017

Commodore Bob Hill
703-402-1796

Vice Commodore: Jerry Tarasek
703-244-8329

Rear Commodore Wayne Beal
703-400-7733

Secretary Jeff Hughey
703-599-2569

Treasurer Johnny DeDitius
757-270-0762

Immediate Past Commodore
Pat Schondel 703-477-1594

Membership Mark Lawton
703-576-7693

Quartermaster Ilana Cumby
703-201-1443

Historian Les Bergmann
571-334-2522

PRYCA & CBYCA Delegate
Bruno Millionig 703-371-0997

Daymarker Editor
Ray Maestas 202-525-9985

Webmaster Don Bennett
540-220-1709

OYC is a member club of the Chesapeake Bay Yacht Clubs Association and the Potomac River Yacht Clubs Association. We maintain a membership accord, #GA 80979Y, with the Boat Owners Association of the United States (BoatUS), entitling our members to BoatUS membership at half price. OYC supports the Occoquan River Maritime Association (ORMA).



OYC SCHOOL OF SHIP: TOPIC #1

VISUAL DISTRESS SIGNALS (VDS)



Requirements: All power boats 16 feet or greater in length shall be equipped with visual distress signaling devices at all times when operating on coastal waters. This regulation applies to all coastal waters and those rivers 2 miles or more wide at the mouth and up to the first point the river narrows to less than 2 miles.

Captain Brian's Comments: **That's right, if you do not sail south of the 301 bridge, you do not need VDS.**

Pyrotechnic VDS must be: 1) USCG approved, 2) in serviceable condition, 3) readily accessible, 4) not expired.

Selecting the Best Flares for your Boat - Boaters may select any group or combination as long as it meets the requirements.

How many do I need? If pyrotechnic devices are selected, a minimum of three signals are required for day use and three signals for night use. Some pyrotechnic signals meet both day and night use requirements (combination flares). See table below:

Number on device	Description	Accepted use for	Number required
160.021	Handheld red flare distress signals (500 candela)	Day & night	3
160.022	Floating orange smoke distress signals	Day only	3
160.028	Pistol-launched parachute red flare distress signals	Day & night	3
160.036	Handheld Rocket-propelled Parachute Red (20,000 candela)	Day & night	3
160.037	Handheld orange smoke distress signals (50 seconds)	Day only	3
160.057	Floating orange smoke distress signals (15 minutes)	Day only	3
160.066	Distress signal for boats, red aerial pyrotechnic flare (10,000 candela)	Day & night	3
160.072	Distress signal for boats, orange flag	Day only	1
161.013	Electric distress light for boats	Night only	1

How far flares can be seen? (Depends the altitude they reach)

- Hand-held:
0' altitude / ~5 NM range
- 25mm meteor flares:
375' altitude / ~21 NM range
- 12-gauge meteor flares:
500' altitude / ~27 NM range
- 25mm parachute flares:
1,000' altitude / ~47 NM range

Captain Brian's Comments: Based on the estimations above, if you do not sail out the Potomac River, hand-held flares are most likely a good solution for you. If you travel the Chesapeake Bay, you should consider a flare with longer range, such as a meteor flare.

Never Want to Buy Flares Again?

Will my visual distress signals expire? Pyrotechnic signaling devices expire 42 months after the date of manufacture. Typically this means you replace flares every third boating season.

Non-Pyro Solution: An electric distress signal is approved for night only, and must carry the marking: "Night Visual Distress Signal for Boats Complies with U. S. Coast Guard Requirements in 46 CFR 161.013 For Emergency Use Only."

At this time (2016), there is only one device approved by the U.S. Coast Guard, the Sirius Signal SOS Distress Light. To meet the requirements for both day and night use, the SOS Distress Light is packaged with an orange distress flag.

You can search for it on Amazon or you can purchase it here:
<https://siriusignal.com/shop/sos-c-1001/>



Upcoming Events - Disposal & Practice:

Disposal: Have a box full of expired flares onboard, and don't know how to dispose of them? Need new flares for next year?

In Fairfax County it is permissible to dispose of flares in the trash, after soaking in water. I would recommend a 24 hour soak.

Captain Brian's Comments: Save them for next year's flare demo!!!

Flare Shooting Demo - Latest estimates show that over 90 percent of all boaters have never activated a handheld signal or smoke flare, or fired an aerial flare, as it is illegal to do so in a nonemergency situation.

Captain Brian's Comments: Standby for event details for an OYC flare familiarization safety shoot during an upcoming event in the spring of 2017. You can bring any expired, near expired or any other flare you wish to get familiar with, and we will safely and legally provide you an opportunity to learn about and launch each kind of flare. Afterwards, I will safely dispose of any remaining flares.

Comments/Questions/Recommended topics for the next issue of SOS - Contact BrianField40@yahoo.com