



Occoquan Yacht Club
P.O. Box 469, Occoquan, Va. 22125

The Daymarker

August, 1984, Vol. I, Issue 3

COMING EVENTS

- 18 & 19 August - Mount Vernon Cruise
8 & 9 Sept. - Overnight cruise with dinner ashore at Popes Creek Md
15 Sept. - Open Regatta (sail) and Predicted Log Race (power) with
Oyster Roast Dock and Lawn Party
22 Sept. - Dockside Swap-N-Shop at Prince William Marina
(29th rain date)

1984 OCCOQUAN YACHT CLUB OFFICERS AND EXECUTIVE BOARD

Commodore	Bill Shaw	491-8227
Vice Commodore	Gene Fichter	250-6182
Executive Rear Commodore	Aaron Martin	491-1287
Secretary	Nedra Connor	491-3176
Treasurer (pro tem)	Ed Connor	491-3176
Rear Commodore for Sail	Chuck Sands	491-2467
Rear Commodore for Power	Jim Dagenhart	250-6842
Social	Paula Shaw	491-8227
Public Affairs	Ann Burrows	751-1319
Historian	Adele Baker	494-9079
Rear Commodore for Racing	Open, Volunteer!	

COMMODORE'S COMMENTS

Our membership now exceeds 100 regular members and includes 2 junior members! If you have a son or daughter age 10 to 21, they are eligible to be card-carrying Junior Members of OYC. Our first Junior Member project will be the overhaul and conversion to a sailing dinghy of a tired eight foot wooden dinghy which has been donated to the club. Hopefully next spring we will conduct water safety classes for the Junior Members and assist them in organizing a junior member fleet.

Our next major event is the cruise to Mount Vernon. This is a unique occasion for all of us to go somewhere together, even if just for the day. Hope to see you there!

Looking ahead, our September event is the Open Sailing Regatta and Predicted Log Competition. This will be followed by an Oyster Roast which will be conducted similarly to the 4th of July Dock and Lawn Party. If you would like to assist in the planning of the social side of this event, please contact Paula, my "Commodorable."

POTPOURRI

Gene Fichter, Vice Commodore

There are several advantages to belonging to a yacht club. Some insurance companies deduct ten percent from the premium fee; when visiting other clubs in the states and other waters some will permit free overnight docking as well as use of their facilities. We also will probably enjoy a half-price membership in Boat U.S., since at the last general meeting the membership voted to join their co-op. The camaraderie and friendships made also are invaluable.

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It may seem far distant, but fall and winter boating seasons are coming on us sooner than you think. The Potomac and its tributaries, as well as the Chesapeake, are beautiful in fall foliage. Many boaters winterize their craft too soon and some warm spells do occur. September is delightful and you might want to start planning now. I have boated in snow storms, so if you are adventurous, just make sure your equipment is O.K., and provide warm clothing. Generally the only area that gets cold is the feet since the boats are not insulated -- so wear heavy socks. About the only time one is cautioned against boating around here in the winter is when the ice sets in during January and February. It can act like a razor blade and cut through a fiberglass hull easily. Also, make sure your first aid and communications are operative. Hypothermia can occur if one falls into the water. Otherwise, it is gorgeous and very few people are out there.

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A good idea to familiarize yourself with your craft and boating in general is to read the magazines associated with the industry. Several people subscribe to different magazines and periodicals and share. There are many, but some recommended for your perusal are: Boating (power), Motor Boating & Sailing (power & sail), Yacnting (sail and power), Cruising World (sail), and Spieghel der Zeilvaart (sail). Tremendous hints are given to make your life aboard more enjoyable. Get together with a neighbor and exchange.

This year there seems to be quite a good response to the Coast Guard request concerning the use of the VHF radio. The courtesies and proper procedures for use are not the same as the CB. Please familiarize yourself with these procedures. It may save your life.

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Each year the Prince William Marina must, by law, turn in to the authorities a listing of the boats moored here. Perhaps you recall receiving your Personal Property Tax form from the county. For those of you who have your boats registered in other jurisdictions -- check with your issuing agency.

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If you have not taken the Coast Guard course yet, at least get a hold of the FREE workbook study course put out by Maryland or the Metropolitan Police in Washington. These books are super and should help you with your navigation and boating rules.

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By all means obtain sets of charts. Obviously they are not always up to date and don't show all the obstacles peculiar to various regions. However, they are a good guide to your channels and can prevent mishaps if you follow them. One of the greatest fallacies in boating is when a stranger (you) is approaching an unfamiliar port or seaway and you see another boat traversing a particular course. It is easy to say "I will follow him, he must know where he is going." Wrong! The other guy may be just as much in the dark as you. Play it safe -- don't guess.

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We have not been bothered by seagulls much yet and I think it is because of the masts and halyards keeping them away. However, if you do experience the problem, there are several commercial gadgets around to shoo them. If you want to save money, a technique I used is just tying a string to the antenna and to another area of the boat with small pieces of string every few inches. This seems to work.

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Just a reminder: we all have considerable sums of money and love tied up in our boats and if we all look out for each other and question strangers on the dock, we will all benefit.

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The old adage of "take care of your equipment and it will take care of you" is most important in boating. Don't put off till tomorrow to "get that thing fixed." Yes, there is always something to do on shipboard, but that is part of you and your fun.

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THE EXECUTIVE REAR COMMODORE'S NOTE

Aaron Martin

One of the most frightening experiences a sailboat skipper encounters is that of being caught in a severe thunderstorm. As the lightning flashes and bangs the thought enters the mind "What would happen if one of those flashes hits my mast?" Then memories of articles read conjures up visions of devastating fires, sinkings, etc. One can, without a large investment, have the mast grounded to the keel. This is by far the best and surest way to ensure against a lightning strike. If you are not sure if your mast is grounded to the keel you can still insure against a lightning strike if you have on board a length of uncoated anchor chain. Be certain that the chain is not vinyl coated. With a shackle attach the chain near the deck to one of the shrouds and lower the other end into the water. This will provide a sure ground and will lessen the possibility of experiencing being struck by lightning.

Happy Sailing ...

HEARD ON THE DOCKS:

Congratulations to Annie C and Chapter Nine for their each winning pewter loving cups down at the St. Mary's celebration of Maryland's 350th birthday.

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Who is the captain that carried his large trash bag on the swim platform all the way back from Mattawoman Creek without knowing it was there? (QB?)

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Who is the officer that really relishes bad weather and sails off in search of it -- also goes overboard?

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Lots of help being given. Many boats being towed in by our members -- good show gang!

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Ask Captain Annie about the reception received down near the Bay by a whole town which turned out to welcome her and opened their homes and hearts to this cruiser.

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Our first two live-aboards will be bringing their houseboats in. Deane and Gene might just be our "resident security" sailors.

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What lovely lady makes the most delicious cakes -- too bad she's married, all the guys would be heading toward her boat.

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Have you kept your dog leashed and off the grassy area by the flags?

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What young lady (JP) just bought a hand held VHF and immediately found use for it when she was stuck at Sandy Point and called the Marina for help -- which our good friend Dean supplied?

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Is it really true that some sailors are referring to themselves as powerboaters because they also have engines?

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Help with pictures and articles

We would appreciate receiving any pictures of OYC activities for placement in the OYC photo album. Also, if you notice an article in a publication for the OYC scrapbook, please clip it. Give the pictures (be sure to write on the back to identify the people and occasion) and articles to Adele Baker, OYC Historian.

MOUNT VERNON CRUISE

Come one, come all. This is a cruise for all! Leave your dock, slip, marina, or ramp as necessary to arrive at the Mount Vernon tour boat dock at 13:00. Approach the dock via the marked channel, being sure to yield the right of way to those hard to maneuver tour boats. The tour boats tie up on the south side and very end of the dock. The north side is reserved for visiting yachtsmen. Our portion of the dock is about 200 feet long with 6 feet of water alongside. Be prepared to raft alongside another club member's boat. To go ashore we will be charged the standard visitors rate (about \$5.00 per person), which is paid to the guard at the end of the pier. The grounds are secured at 17:00 and the dock must be cleared by 17:30. Those wishing to overnight can choose from either Swan Creek, Piscataway Creek, Douge Creek, or right off Mount Vernon if the weather is good.

NOTICE TO MARINERS:

The following items appeared in a recent Local Notice to Mariners, received by OYC:

VIRGINIA - DISTRICT OF COLUMBIA - CHESAPEAKE BAY - UPPER POTOMAC RIVER - MATTAWOMAN CREEK -- Aids changed --

Correction:

MATTAWOMAN CREEK DAYBEACON 3 (LLP 361) has been changed to MATTAWOMAN CREEK LIGHT 3 (LL 3412.05) displaying a flashing green light every 2.5 seconds (Fl G 2.5s), nominal range 3 miles. No other change.

MATTAWOMAN CREEK DAYBEACON 5 (LLP 361) has been changed to MATTAWOMAN CREEK LIGHT 5 (LL 3412.10) displaying a flashing green light every 4 seconds (Fl G 4s). nominal range 3 miles. No other change.

Charts: 12285, 12288, 12289
Coast Pilot 3, 1983 ed., pg. 184

RESTRICTIONS PROPOSED FOR VHF EMERGENCY CHANNEL

At the request of the Coast Guard, the Federal Communications Commission is proposing to prohibit use of VHF Channel 16 (156.8 MHz) for radio checks by boaters and other vessel operators with the Coast Guard. The Coast Guard said radio checks, which boaters use to determine if their radios are working, clog the emergency channel and could prevent vessels in distress from getting through. The new proposal will limit vessel operators to using the channel for distress and safety calls or for establishing contact with other boats.

BRIDGE-TO-BRIDGE RADIOTELEPHONE PROCEDURES

Federal Regulations regarding the Bridge-to-Bridge Radiotelephone Act are issued in Title 33, Code of Federal Regulations (CFR), part 26 and 47 CFR, articles 83.251 and 893.701. Briefly, these regulations provide that all vessels:

- 1) 300 gross tons and over;
- 2) 100 gross tons and over carrying passengers for hire; or -
- 3) 26 feet in length or more engaged in towing,

must maintain a continuous watch on VHF-FM Channel 13 (156.650 MHz) for exchange of navigational safety information such as in passing situations. Vessels required to have Channel 13 must guard this channel full time while upon those waters governed by the navigation rules for harbors, rivers and inland waters. The use of Bridge-to-Bridge radiotelephone contributes significantly to navigation safety. Communications on Channel 13 relating to matters other than safety of navigation are prohibited and violators are subject to being cited and possibly fined. Use it, but use it properly.

NAVIGATION RULES: INTERNATIONAL-INLAND: A new version of this publication, dated December 23, 1983, and provided with a new durable, water-resistant cover, is available for purchase from the U.S. Government Printing Office. This book contains the rules of the nautical road applicable to all vessels on the navigable waters of the United States as well as on the high seas. It has more than 40 color illustrations of vessel lighting. The book also includes sections on the COLREGS demarcation lines, penalty provisions, alternative compliance procedures, and the vessel bridge-to-bridge radiotelephone regulations.

HOW TO ORDER THE NEW BOOK: The book can be ordered by either telephone or mail. To order by telephone, call (202) 783-3238, ask for the book by name, and give the stock number (#050-012-00205-3). You may pay using your VISA or MasterCard.

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Social Committee

On July 4, 1984, OYC hosted its first official social event -- our first annual 4th of July Lawn and Dock Party! OYC provided beverages, hot dogs and rolls and our members provided appetizers, salads and desserts. Two floral centerpieces (made by Nedra Connor) were raffled off -- the lucky winners were the Brokers and the Wrights. As a treat for the children, 4th of July stickers were given out.

"Thank you" to Gene Fichter for providing the music for our festivities. A special "thank you" to Linda Broker for that delicious patriotic cake -- the flags were a great hit!

Our celebration continued until 10:30 p.m. when the last of our 80 members and guests left. A "thank you" also to the "clean-up committee" -- you did a fantastic job!

Our first social event was a tremendous success! Our OYC members have great spirit!!

Our next scheduled social event is an Oyster Roast following our Open Regatta (sail) and Predicted Log Race (power) on 15 September. If you would like to serve on the Social Committee for this event, please call Paula Shaw (491-8227)

OYC Membership List

Included with this issue of Daymarker we are mailing a current membership list.

In the future issues of Daymarker we will list new members and you can keep your membership list updated.

If any information is incorrect, please contact Nedra Connor, secretary, 705-491-3176, for corrections.