



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

The Daymarker

September, 1986, Vol. 111, Issue 9

Commodore Aaron Martin 703-491-1287	Vice Commodore John Piper 703-490-4857	Rear Commodore Dale Jacobs 703-490-5598	Secretary Terri Petrey 703-690-6577	Treasurer Steve Worcester 703-494-2383
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1986 SCHEDULE OF EVENTS AND CRUISE COORDINATORS

6 Sept.	Sail-Doug Borden Power-Mary Jo Worcester	1000-1200 1200-1400	Competition Seminars- Power and Sail
13 Sept.	Doug Borden Mary Jo Worcester	1100-? 1030-1330	Open Sail Regatta Predicted Log Race
27-28 Sept.	Ken Gemsheim	?	OYC Cruise to St. Clements Island for Blessing of the Fleet
3 Oct.		7:30-?	Meeting & Elections

COMMODORE'S COMMENTS by Aaron Martin

We are entering the busiest part of the OYC boating year. Now that the Week Long Cruise and the August Dock Party are over we have the Labor Day cruise to the Dunes, the last weekend of this month. In September, along with the start of school, there are the Sail Racing and Predicted Log seminars on the 6th of September followed by the 3rd Annual Regatta, Predicted Log Race and Dock Party on the 13th. Later in September, the power fleet will participate in the St. Clements Blessing of the Fleet. For more details on this trip contact Ken Gemsheim at 435-9125. Donna and Oskar Walker will be coordinating the Dock Party and food. I'm sure they would be delighted to hear from you if you can help out. Their number is 860-0779 in Reston.

In the next sixty (60) days or so, the present Executive Board will be replaced by the 1987 Board. Elections will take place at the General Membership Meeting on October 3rd at the Ridgewood Community Center at 7:30 p.m. Plan now to attend and cast your votes for this most important occasion. The new Board will be installed at the Change of Command Ceremony and dinner on the 24th of October. Watch for the time and place in the October DAYMARKER. If you need directions to the meeting, call Terri.

The Executive Board and management of Occoquan Harbour Marina are jointly looking at ways to make the marinas in the area safer from those who would deprive us of our personal belongings. A guide to making your boat and personal belongings less attractive to would-be thieves is being prepared and will be sent to all club members and slip holders in the near future.

VICE COMMODORE'S COMMENTS by John Piper

Going to be taking that Fall cruise? Are you one of those smart ones who has saved their vacation until the cooler part of the late summer? If so, here are some cruising notes for you and for anyone else who plans a cruise either long or short.

1. Update your charts before you leave. Going to the Dunes or Belmont Bay without updated charts is no big deal because of your local knowledge. The last time I pulled into St. Michael's it had been three years and the approach channel had been drastically moved. If I had proceeded based upon memory of my last approach, I would have been hard aground.

2. Always instruct your passengers as to the location of your PFDs and fire extinguishers. They are like seat belts - you hope you never need them but when you do they are mighty important. Also, instruct your passengers as to the proper use of your head. My personal admonishment is "You clog it, you clean it!" seems to have been effective in the past.

3. Always have someone else on board be aware of where you are and where you are going. I don't want to call them emergencies, but there are times when you must leave the bridge immediately to investigate water or smoke or some other right now problem. It's reassuring to say "Take the helm!" to the mate knowing that they are aware of the course to the next buoy or marker. The time spent in locating yourself on the charts to a new helmsman could be vital.

4. If you are travelling to a different marina, rig your lines for the unknown. Have extra long lines available both port and starboard including spring lines. You may arrive in windy conditions or be directed to tie up alongside the gas dock and there may not be time to rig lines as you approach.

5. Try to provide an extra pair of binoculars for your passenger's use. The helmsman's glasses should never be touched as they are adjusted for the skipper, but an extra pair of eyes looking for debris or that next buoy is always helpful. Besides, you just may convert a landlubber to a boating enthusiast.

6. Maintain a radio watch on Channel 16. Some boaters only turn on their radio when they want to make a call. Someone may be trying to contact you with important safety or weather information.

7. If you have reservations at another marina and you are delayed by weather or mechanical problems, be courteous and call them to cancel your arrival. If you are underway and can't raise them on Channel 16, call the local marine police and ask them to cancel for you via a landline. They are more than willing to help you out with a simple phone call rather than an alert because you have been reported overdue.

8. Think out your contingencies and fallback plans in advance. Where is the nearest hurricane hole? Where is the nearest source of mechanical help? Where is the nearest source of fuel, water, ice or whatever? In case of a breakdown, what spares do you have on board - and do you have the proper tools to install them? In short, be conservative and careful and your cruise will be pleasant and enjoyable. That's what boating is all about.

SECRETARY'S COMMENTS by Terri Petrey

This past month Bill and I could not be involved with boating or the Club for one reason or another. The weekend after returning from our 9-day cruise was spent working around the house. It's amazing how a week of neglect can take so much work to correct. The weekend of the dock party was spent out on our boat but with some of Bill's clients visiting Washington, sightseeing and eating crabs at Robertson's. Last weekend was spent doing something we don't do very often - spend time on someone else's boat. It's not that we don't like other boats it just seems we've always got something scheduled on our boat or with the Club. It was a strange feeling passing OHM on this "other" boat and waving HI to our OYC friends. But, I have to admit, it was really nice just sitting back and "leaving the driving to someone else". So, I really can't report on any past activities but hopefully I'll do better next month.

As I said we did miss the picnic but I heard it was a lot of fun and there was a great turnout. I want to apologize for not helping with the fruit bowls - I completely forgot it once I found out we were having company that weekend. Sorry N.C.!

The 1986 General Membership Meeting and Election of new officers for your 1987 Board will be held on October 3rd at 7:30 p.m. at the Ridgewood Community Center in Lake Ridge. Please try to arrive a little early as we would like to start the meeting on time and still leave time at the end of the elections for "toasts of congratulations" and some hors d'oeuvres. Anyone interested in participating is asked to bring something you think appropriate depending on your hunger? This will also be BYOB but the Club will furnish the glasses, ice, plates, etc.

The 3rd Annual Sail Regatta and Predicted Log Race will be held on September 13th. Be sure to read Doug Borden's instructions for sailors and Mary Jo Worcester's instructions for the powerboaters following my article. Anyone having any questions about either of these events can either join in the seminars for questions and answers at the OHM picnic table at 10 a.m. (for sailors) and 12:00 noon (for powerboaters). If you can't make the seminars then call Mary Jo (494-2383 after 6 p.m.) or Doug Borden (971-5467) and they will be more than happy to answer your questions.

Let me close by saying that it is so important we have a good turnout for this General Membership Meeting and Election. How else will you get the chance to vote for your new Board, hear their campaign speeches, and get a chance to really get to know each one after the election? Give them ideas because whether you believe it or not, the Board's ideas do come from you! Sometimes simply by word of mouth or through the grapevine but we do hear. Give your new Board some support and get involved - that's what the OYC has always been about. There has always been a small group that has rallied for every occasion. Now it's your chance to start rallying to the occasion.

ROUND THE BUOYS by Doug Borden

In the August DAYMARKER I introduced the Fall racing program which starts again with our own OYC Regatta on Saturday, September 13. Now is the time to start scrubbing boat bottoms and checking out equipment and sails to make sure the boat is in top-notch condition and ready to race. Then

give ample consideration to your yacht racing knowledge and skills. If they are not as sharp as they could be, there is plenty of time before the regatta to read and understand the yacht racing rules (1985-1986 Edition) and to get out on the river and practice with your crew.

But before all that is completed and you are ready to race in the regatta, recall that the OYC conducts a sailing seminar a week before the regatta. This year it will be held at the picnic area at the Occoquan Harbour Marina (where the dock parties are held). The seminar will start at 10 a.m. and probably last a couple of hours. The seminar will consist of a "chalk talk" and question and answer session. Last year's seminar was a good one and we are looking forward to a bigger and better one this year.

On the 13th, the first signal will be sounded at 11:00 and the first race should start 10 minutes later. Elsewhere in this newsletter is an entry form which must be returned to me with the \$15 fee before any boat can be scored in the racing. I really would appreciate receiving your entry form as early as possible so I can check your handicap rating and make sure you know what class you will be racing in and the actual time your class starts. If wind and weather conditions permit, a second race will be held for all classes using the same starting sequence. In case of extremely light winds, races may be shortened or, worse luck, cancelled as necessary to ensure that the competitors can join the picnic early enough to enjoy the shoreside activities.

Please refer to the August DAYMARKER for additional details earlier provided. As a result of that article, Ken Gensheim has offered his yacht NADINE for use as committee boat and we have accepted his generous offer. We have the racing markers, most of the flags and other equipment. We will make or borrow the rest of the required equipment to make the race work but we still need volunteers to tend to administrative details, keep track of times of starts and finishes, compute standings, raise and lower flags, set course markers and course signals, etc. All of this will be done on the committee boat which will get underway no later than 8:30 a.m. on the 13th with departure from "A" dock at OHM. I would like 2 or 3 assistants. Give me a call at the office (558-9023) in Arlington or at home in Franconia (971-5467). It should be a great day for racers.

Following our regatta, you'll not want to put your boat away for the winter. Neabsco Sailing Club has invited us to participate in their Championship Series which will be held on Sun., Sept. 14th, Sun., Sept. 21, Sat., Sept. 27 and Sun., Sept. 28. Anyone wishing to participate can call me for information. There is a lot more to come beginning with the traditional Mount Vernon Y.C. Columbus Day Regatta on Oct. 11 & 12. The Quantico Y.C. Frostbite Regatta is next on Oct. 25 & 26. The traditional Neabsco Sailing Club Long Distance Macho-Machette race for the benefit of Children's Hospital in Washington closes out the 1986 racing season on our part of the river and that will be held on the first day of November, a great day for a great race.

So, fill out the entry form and send it with the fee to me and I'll send you the basic and supplementary racing instructions complete with a chart of the race area complete with the marks we are most likely to use. It's as easy as that!

Your fee covers the after-race picnic so be sure to tell me how many people from your family or crew will be attending so we can be sure to have enough food and beverages for all. Thanks, and I look forward to seeing you out there.

OYC ANNUAL PREDICTED LOG RACE by Mary Jo Worcester

The 3rd Annual OYC Predicted Log Race will take place on Saturday, September 13th. A few of the rules have been changed this year. The race will be between Marker 6 (near Sandy Point) to Marker 39 (near Quantico) and back to Marker 6. The rules are as follows:

- Entry fee: \$8.00
- All participants must begin the race not later than 10:30 a.m. and must finish by 1:30 p.m.
- Participants will predict the time it will take them to go from Marker 6 to Marker 39 and back to Marker 6 (Example: 1 hr. 37 min.)
- Participants will approach the OYC committee start boat at Marker 6, state they are ready, and turn in their form with their predicted time. The committee boat will give them a signal to begin.
- No time pieces are allowed on board. All clocks, watches, etc., must be removed or covered. You will only be able to use your RPM gauge.
- Participants will finish the race at Marker 6 where the committee boat will log the finish time. Time will be calculated on the absolute difference. (E.g., if you predicted 1 hr. 37 min. and it took you 1 hr. 40 min., your score is 3 min.)
- Three awards will be given, 1st, 2nd and 3rd place, to those who have predicted their time most accurately.

A Predicted Log Seminar will be held on Saturday, September 6th, at noon, at the Occoquan Harbour Marina. Clarification of the rules will be given, if necessary, and questions answered. If you plan on entering the race but cannot attend the seminar, call Mary Jo Worcester at 494-2383 after 6 p.m.

GOOD SEAMANSHIP, SAFETY AND YACHT RACING

This newsletter and others often contain information about Potomac River power and racing yacht events and dates, and the events in our area are usually recognizable by a concentration of racing yachts in a relatively small area. The custom has been for local yacht racing events to be held in the vicinity of buoys 49 to 51 and the area generally to the West of them, mostly to the East of the track between the Occoquan and Mattawoman Creek. Although the yachts generally concentrate in this defined area, the very nature of wind sailing requires the yachts to "tack" diagonally across the wind because they cannot sail straight to windward (directly into the wind). This often requires the yachts to "use" more water than those areas which lie directly between marks of the race course. These circumstances unfortunately create occasional opportunities for interference between racing and non-racing yachts and powerboats. Observation of the basic right-of-way and good seamanship rules which apply alike all the time to both sail and power yachts can reduce interference to an acceptable minimum.

Yacht racing rules are extensions of the basic right-of-way and good seamanship rules and they apply only to yachts while racing, but the basic courtesies of giving room and reducing wake to reduce interference

and possible damage or injury apply everywhere. On the yacht racing course these courtesies are especially important to racers because:

1. Yacht racing is a serious and challenging recreational pursuit;
2. Yacht racing is only an occasional occurrence; and
3. Yacht racing is especially challenging when the winds are light and extreme concentration is required to excel.

Although operations are possible under almost all weather conditions, for personal comfort, ease of handling and enjoyment, most powerboat operators are inclined to use their boats more when the winds are light. Unfortunately, under those conditions, their wakes are more persistent--not diminished by natural waves and carried farther under no-wind conditions--and they can adversely affect racing yachts a great deal. When the winds are light and the racing yachts are barely moving, and, although the current in the race area is a big factor too, even the wake of a small powerboat passing through the racing area can quickly wipe out a hard-fought-for position. A large wake can be disastrous and cause damage or personal injury. From anyone's point of view, it is not fun to have gear tossed about and damaged or people injured by losing balance because of waves or wake. Alternatively, from a racer's point of view, on top of this, neither is it fun to have the wind shaken from the sails or to have the boat stop dead after being hit by a series of waves, as from a wake. If powerboat operators would reduce speed and decrease wake in the vicinity of racing yachts, or any small boat, or if they gave them a little more space, they would generate the appreciation and thanks of those they have spared the discomfort and interference.

We all commonly share a great natural resource, relatively free and readily available, which offers fantastic recreation opportunities. There is plenty of room for both power and sailing yachts, for water skiers and day sailers, for all recreational boaters. We all need to be mindful of and respect each other's special needs and to observe the general rules of good seamanship and courtesy. We can all do this without decreasing one bit the enjoyment of our own being on the river doing our things but with consideration for the safety and comfort of others.

ELECTIONS ARE COMING!

After many long evenings and numerous phone calls, the Nominating Committee has completed the slate of candidates for the 1987 cruising year. Our thanks for a job well done. For 1987 the following candidates have indicated that they are willing to serve if elected:

<u>OFFICE</u>	<u>CANDIDATE # 1</u>	<u>CANDIDATE # 2</u>
COMMODORE	Ron Tilmon	Karl Day
VICE COMMODORE	Bob LaSerte	
EXEC. REAR COMMODORE	Bill Finkel	
SECRETARY		
TREASURER	Rick Van Doren	Mary Jo Worcester

Remember, elections will be held at the Annual Meeting on October 3rd to be held at Ridgewood Community Center, 12400 Oakwood Drive, Lake Ridge. (This is on the left corner of Old Bridge Road and Oakwood Drive if you're heading up towards Woodbridge Airport). If anyone else wishes to run for election in competition with the above candidates, they must submit a petition to the Secretary signed by at least five regular members no later than September 3rd. Let the politicking and campaigning begin!

ASSIGNMENT OF PROXY

If you are unable to attend the October 3rd General Membership Meeting, during which the 1987 Club Officers will be elected, you may choose to assign your voting privilege to another club member. Fill out the attached proxy and send it to the individual to whom you assign your proxy. Remember that the assignment of a proxy to an individual assigns the right of choosing who they will vote for for you in the election. Those receiving proxies will deliver them to the Club Secretary for recording. Any proxy not recorded by the Secretary prior to the elections will be null and void.

ASSIGNMENT OF PROXY

To: Terri Petrey, Occoquan Yacht Club Secretary, Post Office Box 469, Occoquan, Virginia 22125

Since I will be unable to be present for the 1987 Election of Officers for the Occoquan Yacht Club, I do hereby assign my proxy to:

Printed Name	Signature	Date
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WHO IS QUALIFIED TO RECEIVE THE FIRST COMMODORE'S CUP AWARD?

We are coming to the end of the membership year and it is time to consider the award of the First Commodores Cup. Last year, Bill Shaw, our first Commodore, and his wife Paula donated to the Club an award cup to be presented to an OYC member who met the following criteria:

"The First Commodore's Cup is to be presented to the member or family whose yacht best typlifies the title of "Yacht of the Year" based on all factors including underway operation, maneuvering and docking, anchoring, and year round appearance and upkeep."

Now is the time to make your feeling known to the Board. This can be in the form of a formal nomination, a letter of recommendation or a verbal comment to a Board member. The main idea is that we want your ideas and recommendations. Please note the conditions of this award as noted above. These are tough objectives to meet!

A pristine boat that never gets underway would not meet these conditions. On the other hand, a boat that is handled in a professional manner but has dirty fenders just may be the recipient! We solicit your recommendations. Please let any Board member know your feelings, or better yet, submit a letter of recommendation stating your reasons for the nomination.

JUNIORS!!! by Marcia Goodman

On July 30, the Junior members of OYC had their first meeting with me as their new adviser. We discussed possibilities of future activities but we need every junior member's input if we are to be an active part of OYC. Would you like to have a Halloween party? Let me know! Any other suggestions? Call me at 631-0107. We had a good time making sundaes at my house and having our own party on August 9 on KUKALA. Come & join us!

LETTER FROM CAPT. BOB

Last month's DAYMARKER included the itinerary of the cruise to the Lower Potomac. My sister, Carolee, was astounded to learn that Mary Jo Worcester piloted the JOIE DE VIVRE with the help of her son. (Carolee is under the impression that no woman could ever be capable of such a feat).

My sister was once asked by an errant traveler "How do I get to Bethesda?" and she replied, "You can't get there from here". (We were at Tyson's Corner) I explained to her that you can get anywhere from here and she said "Well, I sure wouldn't try." The fear of the unknown prevented her from venturing past familiar highways.

This is the same fear that excludes many from the joys of boating and the same fear that can make a bad situation turn dangerous. Does your first mate have the knowledge to pilot your boat if you become incapacitated?

Each year we spend thousands of dollars on safety equipment. But do we spend just a little time to let others take the helm, bring the boat alongside, or just learn basic piloting? Often times we don't. This weekend, teach your family how to handle the boat. From start to finish. It could keep a mishap from becoming disastrous. Even my sister has learned how to handle my boat. She may never undertake a voyage like Mary Jo did, but if Carolee can learn, ANYONE can.

Excerpts from Soundings (9/86) on "ORIGINS OF THE BOATING LANGUAGE"

--In early days it was hard to recruit a crew for a long cruise. The longest voyage possible was a trip to Shanghai, China. The general practice for making up a crew was to take men aboard unconscious and put to sea. When the man woke up he knew he'd been "Shanghaied"!

--When the ship had reached it's destination they discovered the area in Shanghai that ran along the docks was called the Bund. So "the boon-docks" came to mean the edge of the world (so to speak).

--The most popular material for making sails is Dacron. Before that Egyptian cotton was preferred. In the days of the Tall Ships, most sails were made from a cloth from India called dungri. There was usually an abundant supply of dungri for sail repair and for making various items of clothing. One of these items of clothing came to be known as "dungarees".

--Today when we say a person "knows the ropes" it usually means he or she is knowledgeable about some particular subject. This wasn't always true. Originally when a sailor went to sea for the first time the Captain was required to fill out a report stating all the things the sailor had learned. Sometimes the only thing the Captain wrote was "he knows the ropes" which was his way of saying he learned almost nothing!

--Large quantities of rum were required on long cruises but it was rigidly controlled and no sailor was permitted to have his own supply. Some sailors who were not happy with this rule would hide a bottle in the top of their boot when they boarded. This practice was known as "bootlegging" The Volstead Act of 1919 (Prohibition) brought the return of this obvious term.

--When the Suez Canal, linking the Mediterranean with the Red Sea, was opened it became very fashionable for Englishmen to take a trip to India and back via this route. Important people wanting to make the trip were

given the special consideration of being assigned a cabin on the more shaded side of the ship. To distinguish these people from the rest of the passengers their tickets were stamped "P.O.S.H." which meant they were to have a cabin on the "port side out" and the "starboard side home".

--Drinking water was kept on deck in a large barrel or "butt" which had a cover called a "scuttle". Hence, the term "scuttlebutt" was derived when sailors would meet at the scuttlebutt and have a chance to pass on the latest scandals.

A MESSAGE FROM ACROSS THE SEAS!

Linda Covington writes from Morocco that she and Bill have been offered 100 camels for their daughter, Dawn. We hear they refused the offer.

OYC JUNIOR MEMBER DOCK PARTY by Karen Broker

The party started off by everyone meeting on board Stacy Hampton's boat KUKALA. The music from "Top Gun" and live entertainment from Stacy were a necessity to the party. "Love your hat, Stacy".

We met some new Junior members, Kerry & Cynthis Kiesel who started the party off in the right direction! The fun really began when J.P. and A.G. started a water balloon fight. "Right on Stacy!" K.B. and the rest got them back with the hose!!!

All in all, we had a great time!!!

CARTOON TIME!

Remember my story last month about how we had pizza delivered from Virginia to the middle of the Potomac River? Well, the day after I had published the DAYMARKER, I saw this cartoon in the Post and couldn't resist sharing it with you (although you may have seen it already). It really is appropriate!



REQUEST

I have been requested to ask for the recipe for the broccoli salad which was taken to the August Dock Party. Please share your recipe with us?

GALLEY NOTES by Lynn Martin

I made this over the 4th of July and found it was great for the boat. I mixed up everything except the broccoli, Miracle Whip, tomatoes and nuts and put it into a tupperware bowl in the ice chest. All the remaining ingredients at the last minute and it's really good.

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|---|--|
| 1 cup Miracle Whip Salad Dressing | 2 cups broccoli, cooked |
| ½ cup chopped parsley | 1 cup tri-color corkscrew noodles
cooked & drained |
| 1 tsp. dried basil, crushed | |
| 1 garlic clove, minced, 2 medium tomatoes, thin wedges, | ½ cup chopped walnuts & 1-8oz. pkg.
mild cheddar cheese, cubed. |

SEPTEMBER TIDES

Correction (-): 00:15

	DATE	EST TIME (DC)	EDT TIME (OCCOQUAN)	TIDE
Competition Seminars Power & Sail	Saturday-Sep-6	03:43	03:28	0.4
		08:52	08:37	3.4
		15:58	15:43	0.3
		21:09	20:54	3.5
	Sunday-Sep-7	04:29	04:14	0.4
		09:33	09:18	3.3
		16:35	16:20	0.3
		21:49	21:34	3.5
3rd Annual Power Rally & Sail Race	Saturday-Sep-13	02:35	02:20	3.0
		10:26	10:11	0.4
		15:32	15:17	2.5
		22:19	22:04	0.4
	Sunday-Sep-14	03:51	03:36	3.0
		11:29	11:14	0.3
		16:41	16:26	2.6
		23:29	23:14	0.3
	Saturday-Sep-20	03:51	03:36	0.0
		09:07	08:52	3.0
		16:01	15:46	0.0
		21:23	21:08	3.1
	Sunday-Sep-21	04:35	04:20	0.1
		09:48	09:33	2.9
		16:34	16:19	0.1
		22:01	21:46	3.1
Cruise to St. Clements Island for Blessing of the Fleet	Saturday-Sep-27	02:01	01:46	2.8
		09:28	09:13	0.6
		15:10	14:55	2.4
		21:08	20:53	0.6
	Sunday-Sep-28	03:09	02:54	2.8
		10:24	10:09	0.6
		16:06	15:51	2.5
		22:11	21:56	0.6