

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

The Daymarker

May 1989, Vol. VI, Issue 5

Member: PRYCA, CBYCA & UPYRC Boat/U.S. Accord # 80979

JP

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Vice Commodore
Ned W. Rhodes
703-534-2297

Rear Commodore
Ginny Kildoyle
703-250-6746

Secretary
Debbie Charles
703-764-9296

Treasurer
Debbie Berard
703-239-0564

UPCOMING EVENTS

May 6

OYC's Flag Raising at 11:30 am at Occoquan Harbour Marina.

May 14

Mother's Day. See your Mother for details.

May 21

PRYCA Blessing of the Fleet and Boat Parade. Mer Piper for information.

May 27-29

Memorial Day Weekend three-day Cruise to Cobb Island. D. Charles Coordinator.

6th Annual Flag Raising Saturday, May 6, 1989

You are cordially invited to attend Occoquan Yacht Club's sixth annual Flag Raising Ceremony which will take place on Saturday, May 6 at Occoquan Harbour Marina. We will gather on the grassy area adjacent to the flag pole and the ceremony will commence at 11:30 with the Flags being raised at 12:00 Noon. The typical OYC "uniform" of white slacks and blue tops is the requested dress. Following the raising, we are hoping to have a burgee exchange and a few comments from our guests. Refreshments will be served and the OYC's boating season will have "officially" begun.

A "cruise" to the Mattawoman has been planned. Since there is no coordinator for this cruise, any rafts that are formed please maintain a radio watch on Channel 16 in case other OYCers call to request permission to come alongside.



Commodore's Comments

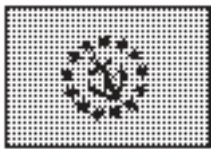
Marilyn Piper

The DUNMOEN is home and with it comes May which marks the official opening of the OYC's boating season, with our Flag Raising on the 6th, followed by a cruise to the Mattawoman.

Also with the opening of the boating season brings the need to remind us all to obey the rules of the road, particularly in the narrow channel on the Occoquan. Remember, you are responsible for your wake even if you are out in the open river/bay. Prior to departing your slip for a day's outing or a week's cruise, please try to remember to file a float plan - either verbally with your neighbor or the Marina Store, or use the sample provided elsewhere in the Daymarker. This information may be useful to your family, friends, or authorities if you are overdue in your estimated return. Let common sense and safety prevail. As in the past, when we are on board (and awake!), we monitor Channel 16 and are more than willing to lend assistance as best we can.

Another reminder - the First Mate's Course is still available to those who may want a refresher or to those who may want to learn what is expected of them. The basics are covered with respect to line handling, radio procedure, and chart reading.

A safe and happy boating season to us all.



Vice Commodore's Comments

Ned W. Rhodes

In the interest of conserving energy, I have decided to substitute this letter for my normally informative column. That way I can just send my mother a Daymarker and she can read her letter there.

Dear Mom, Thanks for the cookies. I was saving a few for Jean, but I wound up eating them myself. Can you send some more? I promise to share these. We were sitting on the boat March 26th, talking about when we were going to de-winterize the engines. It was Guy and Ron (you know the one with the dress mess uniform and the boat shoes from the Christmas party) and myself, enjoying the 70 degree weather. Since I was going skiing the next week, I was going to wait to fire the engines in the event an Alberta Clipper decided to form. Well, one thing led to another and we blew out the anti-freeze while Guy manned the fire extinguisher. All was fine when we started the port engine, but do you remember when I told you that we had lost two wrenches in December when we winterized the engines? Well, when we started the star-board engine, we all heard a clank and there was one of the "lost" wrenches. Boy, was that lucky.

The sound of the engines immediately drew a crowd consisting of Steve W. and the two guys from his office who were helping him get his boat ready in return for a possible ride this summer. After Steve's usual grouching about how I didn't have any beer for him, we all went out for a ride. It was sure nice to be out and the Potomac was like glass. We went down to Mallows Bay to check out the wreck of the floating brothel all the while discussing whether or not the trim tabs were being properly operated (they were). On the way back, Ron happened to look down at his feet and found the other "lost" wrench. It had lodged down in the seal around the engine hatch. At least my tool kit is complete once again.

I have been getting into the new boating season by neglecting the yard. When the grass reached knee height, I decided that I should finally cut it. The neighbors all came out and cheered and we had a mini-block party in celebration. The small boat is still not sold and now it isn't the fastest boat in the classified ads section. Carl from Andromeda LXXXXVII put his boat up for sale and claims it is a tad faster.

I'll be down at the boat on weekends this summer. I know that you used to wear a PFD to do the laundry, but with this size boat, you shouldn't get too scared. I'll drink a Backrub for you on Mother's Day. Hope you have a Happy Mother's Day.



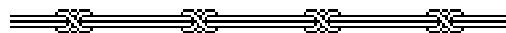
D. C.'s Blessing of the Fleet

The Fifteenth Annual Blessing of the Fleet and Parade of Boats on the Washington Channel will be held on Sunday, May 21 at 1:00 p.m. This event is sponsored by the Waterfront Washington Association and is an event the PRYCA strongly recommends. The tides that weekend are fine for any and all OYCers to participate. Several OYCers participated in a Parade of Boats in conjunction with D.C.'s Riverfest in 1986 and had a delightful time. The OYC staging area is opposite the Tidal Basin and a Radio Net has been established. We will follow Aquia Harbour Yacht Club and be followed by Fort Washington Yacht Club. There will be prizes in the seven categories (see attachment sheet). Reservations have been requested with a deadline of **May 10**. Anyone wishing to participate please call Mer Piper at 490-4857 or sign up at the OYC Flag Raising on Saturday, May 6. Reservations are strongly urged due to the expected number of boats participating, which could number upwards of 125 - as you can well imagine, logistics for this type of event will be immense.



Potomac River Festival Yacht Parade

The Colonial Yacht Club has invited OYCers to participate in the Colonial Beach Potomac River Festival Yacht Parade on Sunday, June 18 (Father's Day). If anyone is interested in participating, they are requesting registration no later than **June 1**. For further information or to register, contact Mike McKenney, Rt. 1, Box 378-X, Colonial Beach, VA 22443.



Boat/U.S.

It will soon be time to renew our Cooperating Group Agreement with BOAT/U.S. This renewal will allow OYCers to join or renew at one-half the regular price (\$8.50 versus \$17.00). BOAT/US has its headquarters in Alexandria, but they are expanding to serve the boaters' needs. This organization is the single source for many time- and money-saving services and benefits. As part of our Agreement, a list of our current membership will be sent as soon as the Roster is prepared. When joining or renewing, please ask for our Group Accord Right No. 80979. Should you have any questions about BOAT/US, they are located at 880 S. Pickett St., Alexandria, VA 22304 (703)823-9550.



Memorial Day Cruise

Debbie Charles

The three-day Memorial Day Cruise this year is planned for Saturday, May 27 to Monday, May 29. We will be going to the Cobb Island Marina on Cobb Island. Because of the high activity on the River on weekends such as this, reservations are **a must**. Please fill out the reservation form and return it with a \$25 deposit (payable to OYC) to me at 9812 Gabon Court, Burke, VA 22015 no later than **MAY 6**. (I'll be prepared to handle this at the Flag Raising.) The deposit is non-refundable unless you notify me at least 24 hours prior to departure of your inability to join the cruise. Also, please note that the reservation form has an area where you can indicate your desire to either make the Marina your home port and go gunk-holing, or to leave the Marina and anchor out in the Cobb Island area. Cobb Island Marina is a full-service Marina and

has adequate water depth at the docks. The rates are 60 cents per foot per day and \$3 per day for 30 amp electricity service. (For example, a 35' boat with electricity will cost \$24.00 a day.)

The entrance to the Wicomico River may be tricky for any first-time visitors. As you approach Buoys #17 and #18 at the end of Kettle Bottom Shoals, scan the sandy shore looking for the Junction Buoy. Don't head for the Spider which is off to port. On a heading of approximately 102 degrees, go to the Junction Buoy and turn into the Wicomico leaving the Spider to port. The channel into Cobb is just beyond daymarker "3W" and is narrow, so stay close to daymarkers "2" and "4". The Marina is on the port just prior to the fixed bridge.

The vicinity of Cobb offers some great reasons to gunk-hole and see some of the natural beauty at a slow speed. This will also offer us an opportunity to work on our camera expertise with an eye toward the Photo Contest later in the season.

MEMORIAL DAY CRUISE TO COBB ISLAND RESERVATION FORM

Name: _____

Address: _____

Phone No: _____

Boat Name _____ LOA & Beam: _____

Require Electrical? (110/30A available only). Yes No

Will be staying at the Marina: Saturday

Sunday ← Check where appropriate

Will anchor out and raft: Saturday

Sunday

**Enclose with deposit check of \$25 made out to O.Y.C.
Unused balance will be refunded.**

Farewell to JOYDEN

Mer Piper/Joyce Moeller

Saturday, April 1 dawned clear but cold and windy. Several OYCers met on OHM's "C" dock to bid Dennis and Joyce (and guest crew, Rob) bon voyage - complete with donuts, bagels, and of course the Club tradition of Mimosas. Prior to leaving, Dennis brought out the ceremonial cannon which we all thought he was going to fire as they departed their slip. But, no, the JOYDEN presented the cannon to the DUNMOEN much to the Pipers shock and pleasant surprise. Since time and tide wait for no man and there was a schedule to be met, quite a few OYCers missed bidding them farewell (and no, the Kahlua cake was not present).

With a hearty northwest wind, the JOYDEN departed leaving quite a wake. Because of the wind and current, they made it to Cobb Island in record time - just under seven hours. The Pipers met them (by car) and in their red coats, which brought about some banter from guest crew, Rob, and then had dinner to help Frank and Mary Hedges celebrate the 1989 grand opening of the Cobb Island Marina Restaurant. (It was agreed ahead of time that the conversation would not be fair game for the Pot Pourri article of the Daymarker - really too bad 'cause there were some goodies!) They cruised into Olverson's Marina on the south branch of the Yeocomico mid-afternoon Sunday to be met by the Pipers (in their red coats and more banter) and the Conrads. Following a cook-out and, as usual, great conversation (again, off the record) with Deane and Trixie, the Pipers departed for home.

The JOYDEN departed for Norfolk on Monday and had hoped they would have a good cruise down part of the ICW. Weather did NOT cooperate.

"The Bay was a b____; we bounced our way for 15 hours to Norfolk. Rob and I were sick most of the day—only the second time ever for me. The wind was a constant 25 knots.

"Tuesday dawned with the same furious blowing conditions. We beat our way up the Elizabeth River and encountered our first-ever engine problems; not too nice when you are in the company of freighters, barges, and tugs." They were unable to go through the Dismal Swamp, so had to take the Virginia Cut. Barely managing to tie up at Pungo Ferry, they did manage to "line up the caprail with the only nail on all of the pilings, so there goes the varnish job." They had to take a weather day at Coinjock Marina.

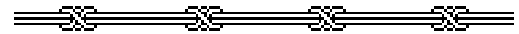
"The first half of the Albemarle Sound crossing was relatively easy. The thunderstorms made the second half windy, wet, and rough. Things calmed down in the Alligator River. The Alligator-Pungo Canal was neat. What a corridor as you look down it from the north! About mid-canal the winds and rains returned. We had white caps and reading up to 43 knots." Since they knew they couldn't make their destination, they had no choice but to anchor even though the conditions were certainly not appropriate. They found 8' of water off the channel (remember they draw just under 6'), and Dennis took a three-hour nap while Joyce maintained watch. When the water level dropped to 6', the "sleepy captain", although floating, wanted to find deeper water. "There was none, and we ran hard aground." Joyce finally got to bed at 2:00a.m. and by 4:00a.m. they were floating, and at 6:30a.m.

they motored back into the channel.

"Had a good run past Belhaven, across Pamlico and into Goose Creek. We radioed the last bridge to be opened and wouldn't you know it - the Ho-bucken Bridge was broken - Hobucken, NC that is. It locks up about twice a year we were told, and we managed to arrive just in time for the occasion.

"We proceeded out onto the Bay River heading for the Neuse, after an hour delay at the bridge. When the winds kicked up again, we decided to turn back into the cut channel and tie up at a fishing pier. Didn't feel like bashing around again and have no place to go for shelter or the night."

The letter was mailed the 10th and since then they have arrived and they are safe and sound. They returned to OHM on Saturday the 15th and once again were met by the "Red Coats" for lunch. They will be back for visits, but they will be missed.



Membership

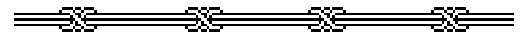
John Piper

The OYC welcomes David and Kathy Garcia-Family aboard **PHANTOM II** berthed at Ft. Belvoir; Robin Charles-Junior aboard **ROBIN'S NEST** berthed at OHM; Chris and Corin DeLancey-Juniors aboard **AFFINITY** berthed at OHM; and, Tallie Walker-Junior aboard **SARA J** berthed at OHM;

The 1989 Membership Roster will be mailed with the June Daymarker, so please call me with any changes (or drop a note to the OYC P.O. Box) - the information is only as accurate as you provide. If you have a new boat, a new address, a new phone number, a new anything that needs to be included, now is the time to let me know. The deadline is **May 17**.

Our membership now stands at 199 which breaks out to be 148 Families, 20 Individuals, 6 Associates, and 25 Juniors.

Since the By-Laws were changed at the March meeting allowing young people under the age of 10 to be Junior Members, now is the time to add your children who are old enough to show an interest and participate in Club activities. The membership fee is still \$5.00. Our Junior Coordinators, Pam and Gene DeLancey are working hard to create some fun functions/things to do for our younger members. Please assist where you can.



Coast Guard Boosts Accident Limit

The following article was cut from the May 1989 issue of the Chesapeake Bay Magazine. I hope none of us need to use this information.

"The Coast Guard has raised the minimum property damage requirement for reporting a boating accident from \$200 to \$500. The limit was raised because of the increased cost of minor repairs. All accidents that result in injuries requiring treatment beyond simple first aid must be reported,

regardless of property damage within 48 hours. Even though the federal rule has changed, it does not supersede lower limits allowed by the individual states. State requirements for boating accidents and report forms may be obtained through the Coast Guard Boating Safety office."



I am sure that all of you are aware of the Alaskan oil spill from the Exxon Valdez and the problems that it has created. Not only has the Captain been fired, he has had criminal charges placed against him by the State of Alaska for operating a motor vehicle while under the influence of alcohol. Most of us are probably saying that he deserved it - throw the book at him.

Consider this - the Captain was not in command at the time of the accident. He was below, probably drunk. And yet he was held responsible. Well the same logic applies to you and your boat. You, as the Captain, are totally responsible for the actions of your boat, even if you are not in command. If you leave a wake that causes any damage, you will be held liable. If there is any kind of an accident, and your boat has violated any of the rules of the road, you will be held liable. It's a sobering thought (pun intended).

We had a case on the Occoquan in the past in which the owner's son (who was drunk) caused some damage with a large wake. The Coast Guard came within a hair's breadth of recalling the boat's registration and grounding the vessel for one year, even though the owner was at home at the time of the damage. At the last minute, a solution was worked out such that the owner was able to continue boating, but his son wasn't.

We had another unfortunate collision on the river last year in which there was a fatality. One of the boats did not correctly interpret the running lights of the other and was run down. That boat was held liable. It will take years to sort out all of the insurance claims against the estate. The second boat who followed all of the proper rules of the road was held innocent.

I don't know about the rest of you, but on the DUN-MOEN, we do not allow drinking of any kind while we are underway. If I have a passenger aboard, I want him sober. Then I don't have to worry about him as much as if he were drunk. In addition, the passenger is always available to assist in looking for debris, other boats, etc. Now, when we are at anchor, or finally tied up, well that's another story! But underway - NO!

Consider the risks and the possible implications. It's your boat and your insurance.



Once again, our resident know-it-all answers questions on a wide range of subjects demonstrating his modesty and wealth of nautical knowledge.

Dear Harry - What is the difference between athwartships and amidships? B.A.

Athwartships means at right angles to the centerline of the boat. Amidships means halfway between bow and stern, or halfway across the beam at any point.

Dear Harry - I was cruising with friends last week with a rain shower far off on the starboard bow. That evening in the cockpit we were recalling the beautiful rainbow that we all saw when an argument broke out whether the colors in a rainbow always are in the same order, or even the same from top to bottom. Can you help? R.S.

In a primary rainbow (when you only see one), the colors always are, from top to bottom, red, orange, yellow, green, blue, indigo, and violet. If a rare secondary rainbow pops up above the first one, the color bands will be reversed.

Dear Harry - I don't think that this question has any sexual overtones but a hundred years ago, did a sailor in the navy look forward to meeting the "gunner's daughter"? S.O.

Today, that question would have sexual overtones, but a hundred years ago, a sailor did not look forward to meeting the "gunner's daughter" since that meant that he was about to be flogged. The "gunner's daughter" was navy slang for the cat-o'-nine-tails. This consisted of nine cords, or leather thongs, affixed to a handle; each cord traditionally had three knots tied in it. When the offender was flogged, the knots are what actually did the damage. One particularly cruel British captain figured out an even worse method. If the sailor was being lightly punished, the regular knotted cat was used. Sailors usually survived that sort of flogging, if infection didn't set in, although infection was discouraged by a bucket of salt water, which also had the effect of adding to the punishment. However, if the captain intended that the sailor not survive, he had flat washers threaded onto the cords behind the knots. These sharp-edged washers opened up the sailor's back, cut quickly through the rib cage, and exposed the lungs. Death was inevitable.

Dear Harry - I went ashore at another yacht club and was greeted on the dock by a man wearing a yachting cap. On the cap was an embroidered badge bearing three silver stars. What was his rank and how should I have addressed him? Y.S.

He is a past commodore of the yacht club and should be addressed as "Commodore." Once a yacht club member reaches the rank of flag officer, he carries that title for life.

Dear Harry - How deep is the water when the leadsman yells "By the Mark Twain"? S.C.

Twelve feet. The mark on the lead line showed that the water was two (twain) fathoms deep, and one fathom is six feet.



Pot Pourri

Which "Proper Sailboat" departed the OHM April 1 leaving a bow wake in the no-wake zone?

Message to Steve W. from Karl W: "My **Joie de Vivre** was bigger than yours!"

Message to Ned R. from Karl W - "Man, you're history." (see For Sale section!)

Janeal W. - What is a stove?

The next time you see Dennis M., ask him how to spell Bowditch.

Is it true that Terri P. is limited to only six crabs at Robertson in order to save on chairs?

After reading about himself winning the First Commodore's Cup in the last issue of the Chesapeake Bay Magazine, Richard C. replaced all the white tie wraps in the engine room with black tie wraps so that they would match the color of the engine hoses.

Speaking of wanting to win an award twice in a row, Bill P. is already well on his way after his recent encounter with the crap pot.

What crew made their first night voyage as Rescue I? (Ned R., Debbie and Guy F.) And who insisted that the rescued party join OYC before letting him off his boat?

Notice to all OYC members - Steve W. only likes oily nuts. Not the honey roasted or the dry roasted, just the oily ones. Please be prepared.

Who has had three different slips this year? (Debbie and Guy F.) Most people trade boats, not slips.



This coupon is good for \$1.00 off the price of any tab through May 31, 1989.

Limit: One per customer!

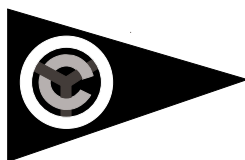


Restaurant News

Harbour Inn Deck Bar

The Grand Opening of the new Deck Bar will be May 7th at 3PM. This would be a perfect opportunity to use the \$1 off coupon that appears in this issue of the Daymarker.





Occoquan Yacht Club

*You are cordially invited to the
Sixth Annual Flag Raising Ceremony
for the Occoquan Yacht Club*

*to be held at
12 noon
Saturday, May 6, 1989
at*

*Occoquan Harbour Marina
13188 Marina Way
Woodbridge, Virginia 22191*

Ceremony begins at 11:30 AM.

Classified Ads

25' Chris Craft Catalina Hardtop. 225 H.P. V-8. Closed water cooling system. Private head, sink and electric running water. Galley w/2 burner electric/alcohol stove. Refrigerator. Sleeps four. 25 gal. fresh water/50 gal. fuel. VHF and CB. Trim tabs. Electric auxillary fuel pump, brand new barrier coat on hull. Excellent condition. Low hours. Call Rich Ellis at 690-6186.

1981 17' Formula. 470 Mercruiser (225 CI, 170 HP), with Closed Cooling System. 175 hours on engine. Great ski boat. Seats 5. New bottom paint and barrier coat last year. An order of magnitude less expensive than the fastest boat on this page. Call Ned W. Rhodes at (703) 534-2297.

Classified Ads

26' Sea Ray Sundancer and Trailer - "Sandwich VI" - 260 HP Mercruiser. Approximately 200 hours. Mint condition. Peter Jacobson (703) 971-3600 daytime.

1981 35' Cigarette. Totally restored in 1988 with new paint, interior, cockpit and cabin. New TRS drives with 23" Mirage props. 450HP Mercruiser engines rebuilt in 1988. \$65,000. Carl Way - (703) 281-5725 or 255-0911. (And this is the fastest boat on this page.)