

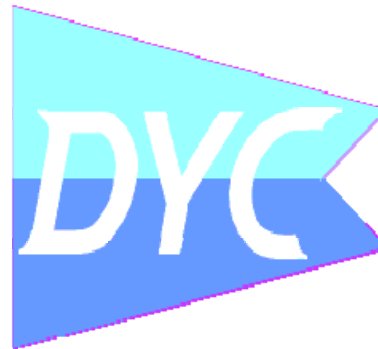
# RANGE MARKS

Volume 16 Issue 3 <http://www.dahlgrenyachtclub.org> April 2008

## The Official Newsletter of the Dahlgren Yacht Club

### Board of Governors

Commodore	Darrel Webb
Vice Commodore	Roger Poole
Secretary	Keith Ofsowitz
Treasurer	Henry Hubbard
Dock Master	David Hagar
Asst Dock Master	Paul Schaeffer
Membership	David Shuttleworth
Social Governor	Ann Lusher
Training/Seamanship	Joe Carro
Racing Governor	Denis Bessette
Newsletter Editor	Ron Cox
Ex Officio Governor	Joe Futcher
MWR Representative	Tom Kubalewski



Dockhouse Telephone - (540) 663-3696

E-Mail Address [bog@dahlgrenyachtclub.org](mailto:bog@dahlgrenyachtclub.org)

### From the Commodore:

From the looks of the weather and water this year, we are off to a great start for boating and fishing.

As the governing body for the club and the representatives to the base, it is the job of the Board to enforce the charter and instructions setup for the club. In particular, there are several signs posted in the area of the ramp. Please take notice of these signs.

1. No wake zones are enforced around the pier and slips.
2. No unsupervised children.
3. No fishing from the pier.
4. It is illegal to harvest shellfish in the vicinity of the pier.

I also want to include the following list mainly for new members and guest who may not have seen them before. I want to take a few minutes of your time and make sure that everyone has a chance to look over these items. It may save you a hard time with the marine police and your insurance company. The last item is probably the most abused in the list.

### Unlawful Acts

- Reckless operation of boat, water skis or aquaplane.
- Operating, while intoxicated, a boat, aquaplane or water skis.
- Operating or giving permission to operate an unregistered motorboat.
- Operating or giving permission to operate a boat with an expired Certificate of Number.
- Operating a motorboat with number improperly displayed.
- Operating a boat with unauthorized number displayed.
- Failing to carry the Certificate of Number on board or refusing to show it to inspecting officers.
- Operating a registered motorboat more than 90 days in Virginia without registering it here.
- Failing to report a change of address of a registered motorboat within 15 days.
- Failure to report loss or abandonment of a registered boat within 15 days.
- Failing to exhibit lights as required by law between sunset and sunrise.
- A vessel operator failing to stop, render assistance, give name and address at the scene of an accident or failing to file an accident report within 10 days.
- Towing a water skier not wearing a U.S. Coast Guard approved life preserver without an observer in the boat.
- Operating a motorboat without a muffled exhaust or with a cutout on the exhaust.
- Failure to obey regulatory water markers.
- Operating a motorboat or skis in an area designated for swimming.
- Engaging in skin diving or scuba diving from a boat in waters of the Commonwealth which are open to boating without displaying a flag (no boat shall approach closer than 25 yards when flag displayed).
- Depositing, throwing, or discharging any refuse matter of any kind into the water.

There are many items that you are required to carry in the boat by the coast guard and marine police. Please go to the Coast Guard Web site to view this list.

<http://uscgboating.org/safety/safety.htm>

Please understand that these rules are for your safety, your children's safety and the benefit of all members. The board also provides communications in the boards on the side of the clubhouse.

The Board Of Governors want to thank everyone for remembering to be courteous and helpful to each other. We hope to have a terrific year and want to continue working to improve the Club for all.

Have a great summer.

Darrel, Commodore DYC

# Recreational Boating and Fishing Foundation's TEN TIPS FOR CLEAN BOATING

Presented by VirginiaBoatExpo.com

## 1. STOW IT. DO NOT THROW IT!

Keep your trash on board. Never throw cigarette butts, fishing line, or any other garbage into the ocean. Take advantage of shore-side facilities to recycle plastic, glass, metal, and paper. If you wouldn't swim in it, don't put it in the water!

## 2. PREVENT OILY DISCHARGE FROM THE BILGE.

Keep your engine well tuned to prevent fuel and oil leaks. Place an oil absorbent pad or pillow under your engine where drips may occur and in your bilge. Check the pads often and dispose of them as hazardous waste at a marina or nearby collection center.

## 3. SPILL-PROOF YOUR OIL CHANGES.

For oil changes, use an oil change pump to transfer oil to a spill proof container. Wrap a plastic bag or absorbent pad around the oil filter to prevent oil from spilling into the bilge.

## 4. SPILL-PROOF YOUR FUELING PRACTICES.

Prevent fuel spills by filling fuel tanks slowly and carefully and by using absorbent pads or rags to catch drips and spills. Don't "top off" or overflow your fuel tank and leave 5% empty to allow fuel to expand as it warms.

## 5. DO NOT ADD SOAP.

Never use soap to disperse fuel and oil spills. It increases harm to the environment, and it is illegal.

## 6. MINIMIZE BOAT CLEANING AND MAINTENANCE IN THE WATER.

If possible, save maintenance projects for the boatyard. When performing work on the water minimize your impact by containing waste using tarps and vacuum sanders, and collect all drips and debris for proper disposal.

## 7. REDUCE TOXIC DISCHARGES FROM BOTTOM PAINTS.

Minimize the discharge of heavy metals that come from soft-sloughing antifouling paints by using a hard, less toxic, or nontoxic antifouling paint. Use only non-abrasive underwater hull cleaning techniques to prevent excessive paint discharge. Remember, dry storage and reduces the need for antifouling paints and saves money.

## 8. DISPOSE OF HAZARDOUS WASTE PROPERLY.

Dispose of paints, batteries, antifreeze, cleaning products, oil, oil filters and other hazardous wastes at a hazardous waste collection facility or event. Call 1-800-CLEAN-UP for a location near you. Recycle paints, batteries, oil, oil filters and antifreeze.

## 9. PLAN AHEAD! MANAGE SEWAGE WASTES PROPERLY.

Never discharge sewage within 3 miles of shore. Use harbor pump-out stations and shore-side facilities. If you don't have an installed toilet, use a port-a-potty and empty it at harbor dump station or bathroom.

## 10. REDUCE GRAY WATER DISCHARGES.

Use a phosphate-free soap to minimize the impacts of gray water on the marine environment. Also minimize discharge by doing dishes and showers on shore.

## [BOG MEETINGS:](#)

The 2008 DYC BOG held its 3<sup>rd</sup> monthly meeting on 8 April 2008.

The club currently has 137 members and current assets of \$35,789.19. A DYC work party is scheduled for 12 April, with a Spring Thaw party to follow in the afternoon at 1300. The final slip assignments are being finished up and should be distributed shortly. The BOG is discussing the possibility of using the pilings that were removed over winter to build a permanent shelter. The Racing Committee has met and is making plans for the coming season; the schedule will be posted on the DYC website. Another Boating Safety Course (BSC) will be planned for this year along with a Vessel Safety Check (VSC).

DYC BOG meetings are held on the 2<sup>nd</sup> Tuesday of the Month @ 1700 at the DYC DockHouse. Meeting dates have been added to the DYC home page also. All members are invited to attend and participate. The next three DYC BOG Meetings are planned to be held on 13 May, 10 June, and 8 July. If you plan to attend, please check the website at <http://www.dahlgrenyachtclub.org/> or contact the BOG a few days ahead at [BOG@DahlgrenYachtClub.org](mailto:BOG@DahlgrenYachtClub.org) to confirm that there have been no changes to the schedule.

## Racing:

The racing season opened Monday April 14. Although many boats were still on land with undergoing final preparations, we had decent turnout of five boats. For a change the race was held in beautiful weather with just enough wind to keep the boats moving.

Blue Heaven with Tom Owen edged out Night Moose with Josh Colwell for first. We have two new boats and skippers entered. The boats were Papaya and Vento. They were skippered by Ben Kelsey and Alan Overstreet respectively. Papaya took a very creditable third on her first voyage under her new skipper.

There have been two races since both with close finishes. Night Moose won race two and Blue Heaven just edged out Papaya and Frigate in race three. New entries are expected as boats hit the water and it looks like a very competitive racing season.

If you are interested in joining the fleet either as skipper or crew please contact Denis Bessette for information.

I'd like to extend special thanks for David Hagar, who has made his powerboat available for the race committee platform. David has volunteered to support a lot of the races. We are looking for other power boaters to volunteer their boats for race officer duties. It is a good excuse to get out on the water for some nice summer evening and see a bunch of beautiful sailboats in action.

Weekend races – The following people volunteered as Event Coordinators. For our weekend races:

Summer Solstice - Denis Bessette

Dahlgren Cup – Dennis Hannick

St Clements Island Race – Need Volunteer

Under the Guns - Dennis Hannick

**Mark your Calendar for June 21 our big Summer Solstice race along with powerboat cruise in. More information will be provided in the next range marks.....Dennis**

## Social:

What were you doing the afternoon of April 12? Many of us were at the dock eating, drinking and socializing at the annual Spring Thaw party. New and veteran DYC members arrived and some people stayed after the work day to walk onto the dock for a Blessing of the Fleet ceremony and back to the parking lot where we burned socks! Who needs them now that the weather is warm and the boating season has officially begun? If you couldn't make it this year, think about next year.....

Upcoming events include:

1) Joining Quantico YC, Occoquan YC, Westmoreland YC and Colonial YC on Memorial weekend in Colonial Beach. Contact Ray Williams (QYC commodore) at [rwillia0@earthlink.net](mailto:rwillia0@earthlink.net) for more information

2) get-togethers after racing on Monday and Thursday nights - contact me for more information

3) Friday raft-ups in Machodoc Creek at 1900 beginning June 13 - watch the bulletin board on the outside of the dockhouse for more information

See the DYC Social web page for all 2008 events and fill your calendar with fun for all ages. Try to join us as much as possible and get the family out on the water. Everyone is welcome to all social events - power boaters, sailors, ramp users and slip holders---the more the merrier...Ann

## I'm a SKYWARN Spotter

# Safer Boating through Weather Knowledge

I recently became a SKYWARN spotter. Just in case you don't know what SKYWARN and being a spotter is, it is a national network of volunteer severe weather spotters. The spotters are trained by the local National Weather Service (NWS) Forecast Offices on how to spot severe thunderstorms, tornadoes, hail and flooding. In some parts of the country, spotters also report snowfall and ice accumulation. Our region falls under the Baltimore-Washington Forecast Office in Sterling, VA (<http://www.erh.noaa.gov/lwx/>)

As a boater, I've always had an interest in weather. Any avid boater knows how quickly a good day can turn bad and there is probably not a boater amongst us who hasn't been caught in an unexpected squall, in fact, it's almost a badge of honor to have your own boating story of the unexpected storm event that you have "weathered" - I know I certainly have a couple stories. Anyway, I've always been interested in weather from a global, continental, regional, and local perspective. So, as one of my many interests, an opportunity came along to for some education through the SKYWARN program.

Becoming a SKYWARN Spotter is quite easy. The only thing you must do is take the SKYWARN Basics I class. This class is a 3-hour seminar that teaches you the basics of weather and how SKYWARN operates, how to spot severe thunderstorms and tornadoes, what to report, how to report, and when to report it. At the end of the class, if you sign up to be a SKYWARN Spotter, you will receive a special SKYWARN ID card with the 800 line direct to the regional forecast office and your unique spotter ID number. There is **no cost** for the class and a listing of classes can be found at (<http://www.erh.noaa.gov/lwx/skywarn/classes.html>). The only other requirements (if you want to do this with the family) are: must be at least 14 years old, must be able to observe the weather (though no instruments are required), and must have access to a telephone to call in reports, though reports are accepted through e-mail and the amateur radio network. I took my Basics 1 class at the King George Fire & Rescue Co, which hosts 1 or 2 classes a year.

In addition to the Basis I class, additional classes are offered (but not required) through out the year at various locations for a deeper understanding of specific weather events. Specifically: Basics II, Flooding, Hurricane/Tropics, Winter Storms, and Net Control. The Net Control class is for amateur radio operators. So far, I've taken Basics 1, Basics II, and Flooding. I hope to take the Hurricane/Tropics later this Spring and the Winter Storm class in the Fall. I don't have any interest in being an amateur radio operator so I plan on skipping that class.

Finally, I also bought a NOAA Weather Radio for home. The radio broadcasts weather information 24 hours a day, 7 days a week, direct from the National Weather Service. It is the fastest way to receive weather warnings and information. Tone-alert radios can wake you at night or alert you when the

television or other radios are not turned on that hazardous weather is headed your way. I like to listen to it every morning as I get ready for work.

I have found it very enjoyable learning about and trying to understand the dynamic forces at play in the atmosphere that produce our weather and why some events can be regional in scope while others are so localized. I believe that my understanding of the weather will eventually help me be a better and safer boater. I hope that if you have a similar interest in weather that you will consider joining the SKYWARN program and becoming a spotter. If you have any questions please investigate the links I provided or feel free to ask me any questions.

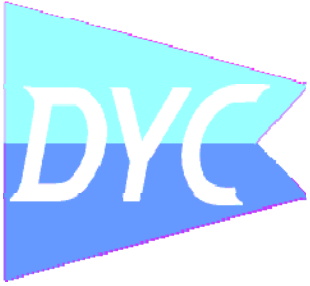
Keith Ofsowitz (with credits to the NWS)  
DYC Secretary

## **NAV Alert**

The following Notice to Mariners may be of interest to some DYC Members. It reports possible GPS interference within a 35nm radius of NAS Patuxent River. Additional info that I received indicates the highest probability of interference will occur late at night or early in the morning.

THE GPS NAVIGATION SIGNAL MAY BE UNRELIABLE FROM 01 APR 08 - 31 OCT 08 DUE TO INTERFERENCE TESTING ON GPS FREQUENCIES USED IN SHIPBOARD NAVIGATION AND HANDHELD SYSTEMS. SYSTEMS THAT RELY ON GPS, SUCH AS E-911, AIS AND DSC, MAY BE AFFECTED WITHIN A 35 NM RADIUS OF POSITION 38-15-41N ,076-26-01W DURING THIS PERIOD. GPS USERS ARE ENCOURAGED TO REPORT ANY GPS SERVICE OUTAGES THAT THEY MAY EXPERIENCE DURING THIS TESTING VIA THE NAVIGATION INFORMATION SERVICE (NIS) BY CALLING (703)313-5900 OR BY USING THE NAVCEN'S WEB SITE'S 'GPS REPORT A PROBLEM WORKSHEET' AT [WWW.NAVCEN.USCG.GOV](http://WWW.NAVCEN.USCG.GOV)"

Don Erskine



P. O. Box 90  
Dahlgren, Va. 22448