

Occoquan Yacht Club

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



The Daymarker

December, 1988, Vol. V, Issue 12

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

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Commodore Merilyn W. Piper 703-490-4857	Vice Commodore Ned W. Rhodes 703-534-2297	Rear Commodore Ginny Kildoyle 703-250-6746	Secretary Debbie Charles 703-250-3022	Treasurer Debbie Berard 703-239-0564
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Upcoming Events

Santa to Occoquan December 3 12:00 pm
Contact: Mer Piper (490-4857)

Christmas Party and Change-of-Command Banquet December 3 7:00 pm
Contact: Terri Petrey (690-6577)
Mer Piper (490-4857)



Here Comes Santa Claus

A final reminder that Santa Claus will be at the Occoquan Harbour Marina on Saturday, DECEMBER 3, at 12:00 NOON to prepare for his trip by boat to the town of Occoquan, time of arrival there to be at 1:00p.m. Dig out your Santa hats, dress warmly, and join us at the docks to start the Christmas season with a very special, fun time.



Change-of-Command Banquet and Christmas Party

The final event of the year is the Change-of-Command Banquet and Christmas Party. We will be gathering at Mama's Restaurant (downstairs in the banquet room) in Fairfax for this affair on Saturday, December 3 at 7:00 p.m. Some people are using this function to dress formally (tux/gowns), some are dressing in party-type cocktail dresses, some are wearing pant suits. We ask that you dress any way you wish to fit your mood - except, please no "grummies" or the like. Whatever your mood, though, please join us and find out first hand who will receive the First Commodore's Cup, and the Bent Prop Award. Let's have a good turnout to bid farewell to our 1988 Board and welcome the 1989 Board.



Commodore's Comments Merilyn Piper

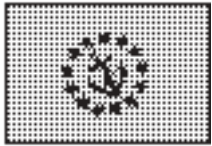
This final issue of 1988 brings the beginning of the holiday season. As was mentioned earlier in separate articles, OYC will take Santa to Occoquan on December 3rd and later that evening, we will hold our annual Change-of-Command Banquet and Christmas Party. We welcome all to participate and enjoy the fun.

We have applied to BOAT/US for a grant to conduct a safety course in putting out a real fire. We hope to hold the course in April and the grant money will be used to recharge our own fire extinguishers. This should be a perfect opportunity to become acquainted with your boat's fire fighting equipment.

We have made some changes to the *Daymarker* format starting with this issue, which will continue through the 1989 issues. It is anticipated that the January issue will contain a tentative schedule for the year and will announce the date and time of the first general meeting. At the meeting we will finalize the schedule and solicit cruise coordinators and function assistants. In the February issue you will be given some By-Law changes to review prior to voting on them at the March General Membership meeting.

We have had a small response to our questionnaire, so if you have not already sent yours back to the P.O. Box, please do so soon - or bring it with you to one of the two remaining functions. Those that have been returned have provided us with some fine suggestions and comments. It's your Club, and your comments and suggestions are important.

Happy Holidays to all.



Vice Commodore's Comments

Ned W. Rhodes

To me, the hardest part of buying a new boat, is coming up with the right name. Recently, I took a **Day Off** as a **Consultant** to **Runaway to Robin's Nest** for a little **Hanky Panky on My Tyme**. **On The Way**, I let my **Right Brain Steal Away to Chattahoochee** where I remember **Southern Nights** filled with **Irish Mist** surrounding a **Desert Moon**. **Hey Jude**, I said, why don't we make a **Great Escape** and join the **Sun Club** for a day of **Sunshine** and **Fantasy II**? With **Amazing Grace**, she said, "No, I am **Debbie's Guy** and although he is an **Absolut Gramps**, **Papas's Toy** is **Magic Too!**" **No Catch** said I, even though she looked **Nice N' Easy**.

And then, I saw her. A **Classic Lady** wearing a **Pinafore**. "You've got a **Handsome Transom** there you **Sweet Thing III**," I called (I was getting **Bravin** in my old age). With a **Nu Wave** of her **Asgard**, she called her **Sea Warrior** and **Partners III**. Not wanting to have a **Power Play**, I decided to that instead of doing a **Shake 'N' Bake**, I would **Back Stroke** to the **Serenity of Paradise**. **Our Vice** is nothing more than a little **Miss Conduct II** which can lead a **Mac Attack**. **Brilliant Deduction** if I ever heard one.

You can sail the **Four C's** at **Four Knots** and you will find that a boat's name is still the **Captain's Choice**.

Happy Holidays to all. Please join us on December third for Santa and the Christmas Party.



Exec. Rear Commodore Comments

Ginny Kildoyle

If you see yourself in this comic strip you're in good company. I found myself wondering if I bumped into my high school Spanish teacher, could I convince her I've finally become bilingual? Look at some of my favorite examples and see if you're in the same boat.

Basement = Aft Cabin

Bathroom = Head (I'll never understand this one)

Downstairs = Below (Makes sense)

Upstairs = Fly Bridge

I'm sure you're thinking about your personal favorites but as long as you know where to go when you need the PFD's stored in your aft cabin, that's what counts. (I don't think we will qualify as translators at the UN).



Secretary's Comments

Debbie Charles

The Executive Board met on November 3rd at the Country Club of Fairfax (thanks Ginny, for a lovely evening). Many items were discussed, however, the best news was that the Christmas Party and Change-of-Command Banquet activities had already been planned by the 1988 Board. It is anticipated that this function will be as much of a success as all the other functions planned during 1988. Hats off to the great year they had together leading the OYC.

Some suggestions were made as to ideas for the upcoming year. No definite decisions were made since we are still waiting for more inputs from Club members. Your

suggestions will be considered – remember this is your Club! We want to plan what you want to do and we also want your help planning these events.

Bob LaSerte, who has been our Delegate to PRYCA and CBYCA, has now been elected as the Secretary of PRYCA. He will remain our Delegate to PRYCA. However, Bob wants to really work for OYC this year and has asked if there is any member of OYC who would be willing to fill his position of Secretary of PRYCA for the 1989 season. Please contact Bob LaSerte (703-938-2347) or Mer Piper (703-490-4857) if you are willing to help out.

Miscellaneous news: It looks like OYC will be getting our shed back in the near future.

- Dick Lynn has given permission for a bulletin board to be placed on either A-dock or B-dock Marina shed, however, he reserves the right to review the plans for construction. It should be constructed of wood with a Plexiglas-type locking door, and it should be constructed in accordance with the general trend of the OHM decor. Anyone interested in helping with this project, please let any one of the Board know.

- Dick Lynn has agreed to let us display our collection of burgees in the Marina Store at OHM. Thanks, Dickie!

- A donation of \$30.00 was given to the KIDS KUP held on November 5. Proceeds from this UPYRC fund raising event go to Children's Hospital.

As a final comment, thanks to all who supported my "running" for Secretary of OYC. Although you had no choice, anyway, I will do my best and look forward to the upcoming year on the Executive Board. Happy Hanukkah, and Merry Christmas!



Third Annual Chili Cook-off

The third annual chili cook-off was held in the A-dock parking lot of OHM on Saturday, October 29. There were over 60 Club members in atten-

dance to chow down on the three pots of chili prepared by the winners of the pre-chili cook-offs. The contestants were Rose Marie Lingo representing OHM's "C" dock, Lynn Martin representing OHM's "B" dock, and Bill Petrey representing OHM's "A" dock. The judges were the 1988 officers who seemed to do more tasting this year than in years past; however, they unanimously agreed on the winning pot of chili as belonging to Bill Petrey. Bill was presented with the gift of a wooden salad bowl set. In addition to the chili, Club members consumed various salads, garlic bread, two pounds of hot dogs (Italian bread makes nice hot dog rolls when you run out of the real thing), yummy cider, Rose Marie's popular stuffed peppers, and a wide variety of deserts. As usual, this Club has excellent cooks, and there was nothing left over which made clean up a bit easier. Hopefully next year we will have representatives from other marinas and make this function a real challenge.

Congratulations, Bill – will you share your recipe with the Club?

Belmont Bay - The Continuing Saga

Most of you are aware of the Fairfax County Board of Supervisors' attempts to close Belmont Bay. After a public hearing in which the boater's interests were ignored, the resolution was ramrodded through the Board to close Belmont Bay to all power boats. A final meeting was held on October 11 with the Virginia Department of Game and Inland Fisheries, which was to be a mere formality. It was not!

Dick Krauss presented information at this last ditch meeting that had been suppressed from the State. After hearing this additional information, the Director of the Department of Game and Inland Fisheries wrote a letter to Gerry Hyland rejecting their proposal. A portion of his letter reads as follows:

"... Let me reinforce certain points so that when you submit your revised proposal, we have the greatest opportunity of approving it. 1) At this time I can see no justification for a total exclusion of powerboats from any part of Belmont Bay for safety reasons. 2) A "NO WAKE" area does seem to be justified to minimize the hazards of conflicting use of the waters between swimmers, non power boaters and power boaters. 3) Such a NO WAKE area should encompass only those waters that can clearly be shown to be needed to minimize any potential safety hazard from the above mentioned conflicting uses. 4) Such a NO WAKE zone should encroach in no way upon the deeper water thoroughfares or the main channel used by the power boaters. 5) Even with a NO WAKE area it might be well for the County and the Park to consider a designated swimming area so that swimmers will be protected from all types of watercraft, including sail boats and canoes. 6) Consideration should be given to floating buoys as opposed to pilings if they represent less of a hazard to the boaters. 7) If the quiet zone shoreline includes privately owned lands, we would want to be assured that those individuals owning the land agreed with the NO WAKE designation for the waters in front of their shoreline."

In short, Fairfax County has been told to come up with a reasonable compromise and knock off the heavy handed tactics. Thanks, Dick for your continuing efforts. Thus, the saga continues!

Hardy Souls' Cruise Report

Steve Worcester

The last scheduled OYC cruise took place over the Veteran's Day weekend, 11-13 November. Five boat loads of hardy souls traveled to Old Towne Alexandria City Docks on Friday afternoon to begin the weekend. Attending this soiree were **MAGGIE LYNN**, **POWER PLAY**, **JOIE DE VIVRE**, **DEBBIE'S GUY**, and **JOYDEN**. **SOUTHERN NITES** and **LOTUS IV** came in late Saturday afternoon.

The ride up river to Alexandria was beautiful – clear, sunny sky with relatively smooth water. Lynn and Aaron Martin apparently were bored by the uneventful ride, so they arranged for their shift cable to break just fifty feet off the end of the Old Towne Dock. Fortunately, Guy and Debbie Fer-

rante were just a few minutes behind and were more than happy to tow them to a slip. Unfortunately, Guy had never towed a boat before, had never been to the Old Towne Docks before, and inexplicably, was not receiving any of Aaron's radio transmissions. Nonetheless, all went well. That is, after Aaron quit trying to pull up the anchor while Guy was trying to tow him.

Friday evening was relaxed; some folks went out to dinner, while some went pub crawling. Dennis and Joyce Moeller of **JOYDEN** celebrated their 26th wedding anniversary. The evening ended aboard **POWER PLAY** with a Dirty Dancing demonstration by Bill and Terri Petrey.

Saturday morning, with her charge cards fully revved up, Mary Jo Worcester led a number of the group on a grueling, non-stop, Ironman Shopathon. Several visitors to Old Towne that day remarked on the sound of Christmas bells about the town, but actually it was just the ringing of cash registers. By group consensus, Mary Jo was finally declared the winner so she would allow the rest of us to repair to the Warehouse Restaurant for a lunch of Bloody Marys and Alligator Stew.

Back at the docks that afternoon, after some significant napping, **SOUTHERN NITES** and **LOTUS IV** arrived within a few minutes of each other. Ned Rhodes was aboard **SOUTHERN NITES** with Ron and Jean Tilmon. Ron's company is transferring him to Pennsylvania and they are considering the sale of **SOUTHERN NITES** to Ned. This trip was a kind of get-acquainted event to see whether Ned was the person to give **SOUTHERN NITES** a good home. Ron said that Ned handled the boat quite well all the way to Old Towne but, at the sight of the panel of critics waiting to observe his docking technique, he declared an emergency bladder problem and vacated the Captain's chair, not to reappear until Ron had backed into the slip.

Jim Walters brought **LOTUS IV** in single-handedly after spending the previous day up in the Washington Channel at a festival in the City. Jim had his face painted and explained that he usually keeps a stuffed tiger on the flying bridge, but since it was too cold for tigers, he'd had his face painted accordingly. I was certainly glad he explained first, because I was about to ask him why he looked like Garfield.

Later that evening, the Tilmon's hosted cocktails aboard **SOUTHERN NITES**. Billy and Rose Lingo and Bob and Bobbie Smith had driven to Alexandria to join the group for a brief visit. At one point, a head count was taken and there were 20 heads (not counting the Marine) on board. It was so crowded, we assumed that all of the other parts of the anatomy were fairly represented. For dinner that evening, a number of people chose a Vietnamese restaurant where a goodly portion of the evening was spent convincing Debbie that the entrees did not mostly consist of neighborhood pets. Dinner was a lively, even boisterous occasion. Afterwards, Ned felt compelled to apologize to some of the other dinner guests on the off chance our group had been too noisy (Ed. note – It turns out that there were a number of versions of what really happened when certain members of the party went back into the restaurant. This is but one version and by far and away the most tame). The evening concluded aboard **JOYDEN**, with Debbie insisting everyone eat this abominable rum cake she'd brought as revenge for the teasing she took at

dinner. (Ed. note - elsewhere in the newsletter this awful cake is referred to as a Kahlua cake – which was it or was the group not able to taste the difference?)

Sunday dawned gloomy and rainy, so many took the opportunity to sleep in. The rain was cold and uncomfortable as **JOYDEN** (a 36' sailboat) strapped the shiftless **MAGGIE LYNN** (a 27' power boat) alongside and headed for home. I have to tell you, from my point of view, that looked like an unnatural act. The weather cleared beautifully just after Bill Petrey's patience ran out and he left for home. Thanks from all the rest of us, Bill. The highlight of the morning was watching the **TRUMP PRINCESS** pass just off the Old Towne Docks. Someone among the onlookers muttered "There goes my next boat".

The exodus home began shortly thereafter. Unhappily, **LOTUS IV** damaged a prop/shaft/strut on the return trip, but arrived safely. Finally, Carl and Janeal Way, who were guests aboard **POWER PLAY** for the weekend, received a momentary shock when they spotted their 35' Cigarette speeding outbound on Occoquan Bay. Fortunately, it soon returned to go straight to the travel lift for haul out.

With this cruise completed, I'll let the cruising curtain close for 1988.



In this month's column, our resident know-it-all is shown to be both right and wrong! Although hard to believe, a letter was received refuting one of Harry's answers in the November *Daymarker*. It follows:

Dear Harry - It is with much regret that I must inform you that for once your salty knowledge and wisdom which looks beyond the horizon has been in error. Understandable perhaps, since those boats from the Midwest are accustomed to fresh water and doing things differently.

What that windmill really is, if you'll pardon the expression, is an MSD. Now most of you salty folk will recognize that as some kind of Coast Guard talk. We fresh water types simply refer to it as the "head".

The windmill that you see is connected by an ingenious system of mirrors to a stirring device in the holding tank. By keeping the contents of said tank well stirred, a rich source of burnable gas is produced. This gas is piped to the galley stove where it is used for cooking chili. From the chili, the whole cycle starts over.

And so you can see that sail boats are really wind powered vessels in all respects.

Maybe the boat with the Oscar flag is from Tasmania. YVT - F.B.

Ummm—I couldn't have said it better. Mirrors? And by the way, the name is Hawspipe, not Hosepipe.

Dear Harry - In last month's column, you said that the man overboard flag was upside down and that the red corner should be on the top. I looked in the BOAT-U.S. Catalog and it showed the flag with the yellow side up. Were you possibly wrong? I.C.

No. Check some more catalogs. West Marine has it right. Shoreway Marine has it wrong. Defender Industries has it right. BOAT-U.S. has it wrong. Goldberg's has it right. DMAHTC Pub. No. 102 has it right. Chapman's and my Sea Scout manual have it right. Stick with Harry and you won't go wrong!

Dear Harry - In last month's column, you explained the "Meaning of Life" as twelve. I am sure that this is an extremely profound answer and the result of your insight into the inner workings of the universe. However, most of us are not so erudite. Can you expand on your answer so that we may understand it? X.B.

No.

VHF Radio Net Concept

Rick Van Doren

At the October General Membership Meeting, I proposed that the Board/Club consider a concept that is used by Amateur Radio Operators for OYCers using our VHF radios. The 1989 Board has asked me to pursue this idea by explaining the concept, and then to set it up and monitor it to see if it will be beneficial to the Club. Briefly, the concept is that on any given night (say Friday) between 7:30p.m. and 9:30p.m. (or a period of time more appropriate for the OYCers) on a pre-established VHF channel (say Channel 09) any OYCer can call the OYC Net and find out what activities are planned for that weekend or upcoming week. Any changes in a scheduled event/where who is going/etc. would be made available to those who checked in with the Net. It is also conceivable that an impromptu event would be established if there isn't anything scheduled. Some OYCers have indicated they thought this would be a benefit for those Club members who just don't get around to reading the *Daymarker* before coming down to their boat. Therefore, I'm willing to try to get the concept rolling by the beginning of the next boating season. If there are any Amateur Radio Operators in the Club who would be willing to assist me in this endeavor, please call me at home at (703) 691-1538.

Just for New Boaters

New boat? Don't quite know what to do or how to do it? A couple of booklets might begin to familiarize you with boating's whys and wherefores:

Boating Basics...Blueprint for Safe Boating, prepared by the National Marine Manufacturers Assoc., treats legal requirements, rules of the road, emergency procedures, and weather. The 72-page booklet is recognized by the U.S. Coast Guard. It's available for \$1.00 from NMMA Boating Basics, 401 N. Michigan Ave., Chicago, Illinois 60611.

Federal Requirements for Recreational Boats (Item 334T), published by the Coast Guard, explains the rules concerning safety equipment, what to do in a boating accident, how to safely load your boat, as well as the ins and outs of boat registration and water pollution regulations.

Water 'n Kids (Item 404T), a coloring book for children, illustrates basic water safety rules like staying seated and wearing life jackets in a boat, and what to do if the boat capsizes. This and *Federal Requirements* are available for \$50 each from the Consumer Information Center, Pueblo, Colorado 81009. (A few of the coloring books are available for free from the **DUNMOEN** if you are interested.)

Jerry's Rings 'n Things

Some of our newer members may not be aware that Jerry's Rings 'n Things in Occoquan gives a 10% discount to all OYC members except on diamonds and gold chains. They have a large stock with special Christmas selections for everyone in every price range. Jewelry prices range from \$4.00 to \$5000.00.

We point this out because Jerry has told us that he will no longer offer this discount unless the Club members use it. As far as we know, only one member has ever used this discount in the last four years! Compare prices and quality before you buy and I think that you will shop at Jerry's. Open from 10:00 am to 6:00 pm Monday through Saturday and 12:00 noon to 5:00 pm on Sunday, 306 Mill Street, Occoquan, Va.

From Jerry comes the following: The Meaning of a Carat. The carat has an interesting history. Centuries ago, the gem dealers of the Middle East used the seeds of the carob tree to balance their scales. These seeds were called "keration" (or "little horn") in Greek because the pods in which they grew were shaped like horns. The seeds were surprisingly uniform in weight. On ancient scales they balanced exactly. And even our best of modern scales cannot detect more than one three-thousandth of an ounce difference between seeds.

So the carat was the weight of a carob seed until the 19th century when the metric system was adopted universally.

What is meant by a carat? There are 100 points to a carat, like the cents in a dollar. A carat is equal to 1/5 of a gram and there are 142 carats to the ounce. Diamonds are so precious that they are weighed on scales whose delicate balance even a breath can tip.

Welcome New Members

John Piper

The OYC welcomes the following new members: Bob and Pam Gruver-family and Juniors Tom and Julie aboard **HOT PURSUIT** (trailerable); Norman Frizzle-Individual aboard a trailerable; Joe and Carol Young aboard **MUTUAL FUN** berthed at Harbour Point; and Ray and Judy Bair-family and Junior Steve aboard **BAIR NECESSITY** berthed at Harbour Point.

Galley Gourmet



APPLE FRITTERS
Ginny Kildoyle

1 Egg
2 Cups Flour
1 to 1-3/4 Cups milk
3/4 Teaspoon Baking Powder
3 Tablespoons Confectionery Sugar
4-6 Grannysmith Apples



Peel, core and slice apples. Beat one egg. Stir in flour and enough milk to make batter consistency of thick pancake batter. Add baking powder and confectionery sugar. Finally stir in apples. Fry in oil turning just once till golden brown. Sprinkle with additional confectionery sugar and serve with maple syrup. Serves 6.

I've made this aboard **CAPTAIN'S CHOICE** in an electric fry pan. It's a special family favorite around the holidays and I thought your family would like it, too.



This month I have a real challenge or problem for you. It involves the Occoquan Harbour Marina but someone from Harbor View or Fairfax YC or Hoffmaster's just may have the answer. How do you number docks?

As you may know, OHM will be building two additional docks this spring. They will be added upriver from the existing five docks. The present docks are numbered A-B-C-D-E from left to right as you face the river. The two new docks will make it X-X-A-B-C-D-E. The initial thought was to simply shift everything down by two notches making it A-B-C-D-E-F-G.

This would cause major problems. There are over fifty metered slips with each account made out by slip number. Can you imagine the hassle of changing these accounts with Virginia Power? Every slip holder has a key to the showers that is stamped with his slip number. How do you shift over 150 keys. All of the Marina records are kept by slip number. You can begin to see the problem.

So how do we identify the new docks in some way that makes sense? Here are some possibilities: 2-1-A-B-C-D-E, F-G-A-B-C-D-E, Y-Z-A-B-C-D-E, A2-A1-A-B-C-D-E, etc. I personally lean toward G-F-A-B-C-D-E. The new F-Dock will be a F(uel) dock and the new G-Dock could be a G(uest) dock. If, in the future, there were additional expansion upriver, it

would simply add a new H-Dock in the same sequence without causing a repeat of the present dilemma. We would welcome your thoughts and ideas on this challenge.

On a new subject, have you noticed the local marinas that are incorporating "Harbor" into their name? River View is now Harbor View. Harmony Seaport is now Harbour Point. At this rate we will soon have "Harbormasters", "Captain John Harbor's" and "Harbour Yacht Club". How about "Prince William Harbor" or "Tyme and Harbour"? Nahhh.

The other day my bride got her words mixed up. She was thinking of the pilot house when she tried to say cockpit. It came out pilot pit. Fortunately, it wasn't the other way around!

CBYCA Contest

The OYC has just received notice that the CBYCA is conducting a contest. The person in any participating Yacht Club who is eager enough to sell the most ads for the CBYCA Yearbook will receive "an impressive Trophy and Recognition Ceremony". Any OYCer who may be interested in participating, please contact Mer Piper for details. Also, any OYCer who has not seen the Yearbook and who might want to review it prior to making any plans for a boating trip to the Bay with or without the Club, please stop by the DUNMOEN to review it for loads of information.

Update on Coast Guard Towing Policy

From Coast Guard headquarters in Washington comes yet another clarification of the Coast Guard's Maritime Search and Rescue Assistance Policy. While Commandant Instruction 16101.2B, issued June 8, 1988, was quite comprehensive, its depth created statements that required further clarification.

One area requiring clarification was paragraph 6.e. A sentence, "With the goal of ensuring expeditious response to a vessel requesting assistance without regard to the source of that assistance, operational commanders should not normally place Auxiliary vessels on routine patrol in areas where prompt assistance may be provided by other known sources.", was struck from the instruction.

As now stated, the intent of Paragraph 6.e is to continue to use all available resources to provide maximum search and rescue coverage including the use of Auxiliary patrols in all areas normally patrolled in past years.

Paragraph 7.g has also been clarified because it has been misconstrued to mean that twilight Auxiliary patrols are no longer permitted and that, during the night and off-peak periods, the SMC (SAR Mission Coordinator) must seek commercial search and rescue resources by telephone before using regular Coast Guard or Auxiliary resources.

Under the clarification, Operational Commanders should continue twilight Auxiliary patrols when appropriate.

The SMC may dispatch Auxiliary or any available Coast Guard resources when no response to a MARB (Marine Assistance Request Broadcast) is evident.

The clarification goes on to state, "The reasonable period of time to wait after the MARB before taking action is the decision of the SMC based upon his experience with the responders in the area and the circumstances of the case. The ten minute guideline is the maximum delay intended before taking action.

For example, the areas where licensed commercial providers do not operate and other alternative responders are not normally obtained by a MARB, it is appropriate to dispatch a Coast Guard or Auxiliary resource when no immediate response is received to the MARB.

Did You Know That?

John Laurence

Filched from Eastern/Southeastern Boating, October 1988.

The expression "A-1", meaning excellent or first class, originated as a "best" rating of a ship for insurance purposes. The famed Lloyd's of London, insurers of most anything, used the letter A to indicate top condition of a vessel's hull, and the number 1 to similarly rate the condition of the rigging and other accessories.

The "barometer" which measures atmospheric pressure and indirectly indicates the trend of a weather pattern, was invented by Galileo, back in the 17th century.

The "Beaufort Scale", the nautical way to refer to various wind velocities, is named for a British admiral who first published the concept in the early 1800's.

Some sailing boats carry "bees" – meaning not the flying honey-making kind, but referring to leads on the sides of a bowsprit to serve as foremast stays on a square-rigged vessel.

There are times when a ship's bell is correctly rung sixteen times. In olden days on New Year's Eve, at midnight, the bell was struck sixteen times.

To go on a bender, meaning to get real drunk, is originally a mariners' term for a good drinking party.

A "Bootlegger" – someone bringing illegal goods into the country – is believed to have originated from the early practice of sailors bringing such goods ashore in their boots.

The word "breeze", referring to a light wind, used to mean – prior to the 17th century – a heavy wind.

"Brig" is a proper word for a navy jail. It also refers to a two-masted square-rigged sailing vessel. The "jail" meaning originated when old, no longer sailing, brigs (ships) were used as detention centers for naval miscreants.

"Brightwork", often thought to refer to chrome and polished brass above decks, actually refers to varnished woodwork, especially topside.





From the Impromptu Trip to Robertson's Crab House 10/30

Ask Ron T. to tell you the story about how he was elected "Official Photographer" at all future impromptu affairs.

Is it true that Debbie F. found the down escalator on **SOUTHERN NITES**?

We need a volunteer for a new ad hoc position. The position will be that of "Reservation Maker". Based upon prior experience, we do require that the reserved tables be close together, like in the same restaurant!

Another great debate rages on - Which are sweeter? "Back Fins" or "Back Rubs". After extensive research, the results are still up in the air.

After the above "extensive research" which three ladies formed the "Fog Horn Chorus" returning to the Marina (Debbie C., Terri P., and Janeal W.); and, finally, who left their boat open, the lights on and the heat running until the next afternoon? (One of the "Fog Horn Chorus")

From the Hardy Souls' Cruise 11/11-13

Our member pontificator has done it again! This time on a park bench in Old Towne! Steve W.

After the Veteran's Day weekend in Old Towne we now have three members who speak "sqwotch". Bill P., Aaron M. and Steve W.

The drink of the weekend was Triple Sec and Vodka! And for lack of any name to call it, it was named "The Bomb".

Who got strange looks from restaurant patrons when he took his teapot and cup into the men's bathroom! Steve W.

Who was asking for kisses in exchange for fresh baked macaroons? Dennis M.

After dinner out in Old Towne, everyone joined the Moeller's aboard **JOYDEN**. Debbie F. brought an "aged" Kahlua Cake which was enjoyed by all 14 members who participated on the Veteran's Day cruise.

Who does this sound like? "Yeh, Yeh", "OK Pal" and "Sport"! Ned R.

Who said they have never laughed so hard on a single weekend. So much so that their boobs and ribs hurt! Joyce M. and Jean T.

Who was supposed to show up at 4 but never did. We weren't sure if that was 4 am or p.m. N. Lindsay.

Bill P. said he had premature CE's all over the place but it was OK because he had central vac aboard his boat.

Who has Twiggy legs with duck feet attached? Janeal W.

From the General Membership as a whole

Congratulations to Gene and Pam DeLancey and Carl and Janeal Way for successfully completing the Coast Guard Boating Course.

And finally, who is the new Treasurer who has already won a Caribbean Cruise? (Missed her first "Official" Board Meeting) - somehow a cruise to somewhere has become commonplace to New Treasurers!! We wonder.....

