



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

# The Daymarker

November, 1988, Vol. V, Issue 11

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

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### Upcoming Events

Chili Cookoff – October 29 (See page 4)  
 Hearty Souls Cruise – Nov 11-13 (See page 4)  
 Santa to Occoquan – December 3 (See page 4)  
 Christmas Party and Change of Command – December 3 (See page 5)



### Past Commodore

Ron Tilmon

Congratulations and best wishes to the new OYC Executive Board elected at our General Membership Meeting on October 1. In case you didn't attend the meeting or haven't heard the results, here is your new 1988-89 Board:

Commodore - Merilyn Piper  
 Vice Commodore - Ned Rhodes  
 Executive Rear Commodore - Ginny Kildoyle  
 Secretary - Debbie Charles  
 Treasurer - Debbie Berard

Your new Board has a full slate of work ahead of them and will need your support in filling the various Advisory Board / Ad Hoc Committee positions. Some of you stated you wanted to be asked to participate, so when you are called by your new Board, please give a little of your time for the Club.

For my part, this is my last Commodore's article for the *Daymarker* as the stewardship transfer formally occurs on November 1, 1988 per the By-Laws. I would like to take this opportunity to express my appreciation for the trust you placed in me and for all the help I received in making the past year as successful and fun (for me, at least) as it was for you. I hope to see you at our remaining events.

### Past Vice Commodore

Terri Petrey

As I sit here writing my last article, I am looking up into my backyard which looks like an impressionistic painting with millions of dots of bright colors. Some of the trees are so bright they literally lighten up a room just from the sun's reflection on them. This is a wonderful time to be boating with beautiful foliage up and down the Potomac, with crisp and cool nights for snuggling. It's a happy time with Halloween, Thanksgiving and Christmas just around the corner and the remainder of the OYC events still to waiting to happen.

I have many fond memories of many years as a Board member and look forward now to sitting back and enjoying the ride for a year! I am even happier that you have chosen five excellent Board members for 1988-89 and I wish them a happy year with smooth "sailing". Give them lots of encouragement, suggestions and HELP because they will be calling you. Its great members has given OYC the great reputation it has up and down the Potomac River and the Chesapeake Bay.

September ended with the Predicted Log Race and picnic which I could not attend due to the fact I had to go to a family wedding down in Lynchburg, Va. I think this was the one and only event I have ever missed. I also understand it was not its usual wonderful success due to incimate weather. This is truly unfortunate because a lot of time and effort on the part of Steve Worcester and Ned Rhodes went into planning, running the course and setting up markers for this new event.

A special thanks goes out to those “hearty souls” who did participate in spite of the intermittent drizzle and won a well-deserved plaque for their efforts. The picnic, later that afternoon, was only attended by 20-25 people with lots of food left over. Thanks to Jean Tilmon and her freezer for storing the remainder of the chicken, then reheating it and taking it to the Elections and party on October 1st. The Club sure can’t say they don’t get their moneys worth.

This month has been a fairly quiet with only two planned events, the Elections on the 1st and the Chili Cookoff coming up on the 29th. Most of the docks have had their Pre-chili Cookoff parties at various houses to decide the best chili to represent their dock in the final cookoff. A-Dock will be represented by Bill Petrey and his famous “Chicken Chili”. Now all he has to do is remember what he did that made it taste so great! I’m sure between the two of us we should be able to remember, seeing as how I was the one who did all the dicing, slicing, mincing and deboning! (Let’s give a little credit where credit is due?) I understand that Mary Jo Worcester had her cookoff the day of the Redskins game against the Phoenix Cardinals and Lynn Martin took the honors that day (as well as the Redskins!) Rosie Lingo came out on top at the C dock party. Don’t forget the Cookoff will be held in the A-Dock Parking Lot on October 29th at 3 p.m. **(Please note that this is a change in time due to the fact that it gets dark earlier and much colder once the sun starts going down)**

Thanks again to all of you for your encouragement, help and contributions over the past years. Who knows, I may try again? I couldn’t have done any of it without you! See you on the docks and at the remainder of the OYC events!!!

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### **Past Executive Rear Commodore**

Mary Jo Worcester

Another year nearly over. It sure passed quickly for me. We had a busy boating season, with a lot of great cruises and good times with old friends and new ones too. I wish the new Board a great upcoming year.

The Worcester’s hosted the B-Dock Pre-chili Cookoff on Sunday, October 16th. We had a fairly good turn out and the afternoon began with the Redskin’s game, goodies, and Margaritas. We had four pots of chili to judge and we must have been starved, as most of it vanished! We all did the judging, which is always very difficult to do — how can you pick the best, when they’re all so-o-o good? After much tasting, we finally managed to get down to the business of the day. Lynn Martin, co-captain of MAGGIE LYNN, was the lucky winner, and will represent B-dock at the chili cookoff on Saturday, October 29th. This will be the “old Board’s” last official event. Let’s make it a good one!

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### **Past Secretary’s Comments**

Ned W. Rhodes

This is the last column that I will be writing as secretary of the club. I ran for the position in order to get to know more people in the club and to help with the activities. I had a good time doing both. This next year, I am looking forward to

servicing the club in my new position as Vice Commodore. I plan on giving it my best shot with some help from the membership. Thanks for a great year.

### **General Membership Meeting**

The second General Membership Meeting was held on March 19, 1988 at the Tall Oaks Recreation Center. The meeting was called to order at 8:10 PM by our Commodore Ron Tilmon. The meeting was attended by approximately 49 Club members.

The minutes of the March General Membership Meeting were read and accepted and there was no other old business.

The officer reports were next. Mary Jo reminded the membership of the Annapolis Boat Show on the 14th and that all were invited to meet for dinner at the Chart House afterward. Rich Ellis reminded everyone to renew their membership at the old rate and that the last Daymarker contained information on where to obtain high quality burgees. The new members in attendance were introduced. The schedule for the remainder of the year was reviewed. The events included the elections, the Chili Cookoff/Dock Party on October 29, the Hearty Souls Cruise on the weekend of November 11 and Santa to Occoquan and Christmas Party on December 3.

Written recommendations were solicited for the 1st Commodores Cup and the Bent Prop Award to be given out at the Christmas Party.

The Princess of the Potomac Pageant was discussed. All clubs wanting to participate will have to notify PRYCA of their intent in February. PRYCA feels that it will need 9 clubs in order to participate. The new board will wrestle with question of participation.

The awards for the predicted log race were removed from doubly locked storage and presented to the winners. Third place to Steve Worcester as committee boat, second place to Aaron and Lynn Martin, and first place to Guy and Debbie Ferante.

The candidates for the upcoming year were introduced and each gave a short campaign speech. We learned that you should stand up so that they can see you, speak up so that they can hear you and keep it short so that they will like you. The votes were cast and counted and the results have been listed elsewhere. There was discussion on the other ad hoc positions that need to be filled for next year.

The Hearty Souls Cruise was discussed with the possibility of going up to Alexandria for the weekend.

The meeting was adjourned at 10:14 PM and the partying began in earnest.

### **Joint Executive Board Meeting**

A joint executive board meeting was held October 20, 1988 at the home of Ron Tilmon. The meeting was called to order around 7:50 PM. The stated purpose of the meeting was to plan for the upcoming social events and transition from the old board to the new board.

The minutes of the last meeting were approved as read with changes. The minutes from the last General Membership meeting were approved as read.

The Chili Cookoff is planned for October 29 at 3PM. The board will meet at 1PM to help with the setup. No liquor license will be required as we will plan on serving mulled cider and sodas. No beer will be served by the club. The

destination of the Hearty Souls Cruise will be the City Docks in Alexandria. All those planning on attending should make reservations with Steve Worchester by the 28th. Santa to Occoquan is all set with Santa scheduled to arrive at OHM at 12 noon on December 3rd. High tide is 1420 so we should be in good shape.

The details of the Xmas party have been finalized. The party will be at Momma's in Fairfax on the 3rd. The party will start at 7PM. Further details will be found in this issue of the Daymarker.

The next board meeting has not been scheduled at this time. The meeting was adjourned at 10:00 PM.



### Commodore's Comments

Merilyn Piper

The November Daymarker traditionally is the issue to bid farewell to another boating season, to bid farewell with thanks to our outgoing Board Members, who have led the Club through an active year, and to announce the start of plans for next year's boating season (which will be here before you know it).

The results of the election are listed on the masthead of this month's Daymarker.

My husband, John, and I are on the DUNMOEN on "A" dock at the Occoquan Harbour Marina. Please feel free to stop by with ideas, suggestions, complaints (not too many!), or just to get to know us. I offer my congratulations to Ned Rhodes our Vice Commodore, Ginny Kildoye our Executive Rear Commodore, Debbie Charles our Secretary, and Debbie Berard our Treasurer.

Your new Board has already had its first meeting and the enthusiasm leads me to believe that we have the potential for a good year ahead of us. The comments and suggestions that some of you gave me during my telephone campaign have been passed to the new Board—some we can hopefully rectify, others we will definitely work on. Like every Commodore before me has said, please make any of your suggestions or comments known to any Board Member—we need to know what you want on your schedule. One way to help us know what you want is to fill in the enclosed questionnaire and mail it back (it's pre-addressed) or give it to any one of us. I urge those of you who do participate to continue participating, and for those of you who are new to the Club or who have been reluctant to participate to try to get involved; you'll find it fun. And, there are several more functions remaining this year in which to participate.



### Exec. Rear Commodore Comments

Ginny Kildoye

Those of you who attended the General Membership Meeting in October were witness to my very first attempt at public speaking. I really thought that nothing else could ever

make me more nervous, but I discovered how wrong I was when I sat down to write this first article!

I want to tell you that I really am excited to be the new Rear Commodore. My husband, Ed, and I have been boating for 6 years and thoroughly enjoy our time on CAPTAIN'S CHOICE, which is a 34' Sea Ray on A Dock at Occoquan Harbour Marina. Although we have belonged to the OYC since 1985, we have not been very active members, possibly for the same reason you might not be too active. If you are like most people, you probably feel uneasy about attending meetings or outings where you don't really know anyone else. What will you ever find to talk about? Will you fit into the group? As our membership continues to grow, more and more people will be asking these questions.

Remember: All of us share a common concern besides the weather. Boaters of all kinds are bonded by a special love which we never tire of discussing. Our mutual interest in boating is a great starting point for any conversation.

One of my goals as Rear Commodore is to meet as many people as I can at each OYC function and to make each of you feel a welcome a vital member of the Club.

I hope that the enthusiasm and excitement which I feel towards my new responsibilities will rub off on you in a very positive way. Look me up on the dock or at any future OYC function. If you have any ideas on helping new members to overcome those "first function jitters" or on sparking new interest among our inactives, please give me a call at 250-6746. I am looking forward to meeting each of you soon.



### Treasurer

Debbie Berard

I would like to take this opportunity to introduce myself. I am Debbie Berard and I am your new treasurer. My husband, Mike, and I run the NICE N' EASY, a 32' Wellcraft San Tropez berthed on A Dock at Occoquan Harbour Marina. We have been boating the Potomac and the Chesapeake for the last 12 years and truly love it. Our first boat was a 21' Formula which we spent many a vacation cruising the Potomac with nothing more than a cuddy cabin and our trusty cooler. We visited many marinas, some good, some bad, and we met a lot of nice people. We frequently return to a few of these marinas which have become our favorites over the years. To this date, Mike and I still agree that our most memorable boat trips took place cruising the "Bay" in our 21' Formula.

We have taken many trips since then. Two years ago we traveled the Intracoastal Waterway's Dismal Swamp Canal to North Carolina and are hoping to cruise the ICW to Florida before too long.

I'm really looking forward to meeting and working with you in the next year. I hope you will lend the new Board not only your support but some of your time as well, we'll need both. Thanks to all who voted for me and, again, I look forward to working with you.

## ANNAPOLIS BOAT SHOW

Mary Jo Worcester

Off the the 'Boat Show' we OYCers did go,  
And there THEY all were, row, upon row, upon row.

We prodded and poked, opened hatches and doors,  
We couldn't be satisfied—wanting to see more.

The sunny day wore on, and we all did too,  
We dreamed and schemed for these boats so new.

How much for our old? How much for the new?  
We could sell our house, or a kid or two!

We met at the Chart House, 18 in all,  
Well, "What did you buy?", was the familiar call.

And where's the tradition? The Mud Pie's a must,  
"But there's no room left-if I eat it, I'll bust!"

Petrey's found a Sonic; Tilmon's a Chris;  
Ned found everything! Isn't this bliss?

But dear readers, have no doubts, never fear;  
Nothing was purchased—well... maybe next year!?

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### Hearty Soul Cruise

Cruise Coordinator - Steve Worcester

Well, this is it, the last scheduled cruise on this year's calendar of OYC events. The Hearty Souls Cruise will take place on the weekend of November 12-13 to the Olde Town Alexandria City Docks. I've made contact with the Dockmaster and have been told that slips should not be a problem (not too many hardy souls, apparently). However, to make firm reservations, I need a boat name, length, and beam for each participant. It would also help to know what your AC power needs are (30 AMP, 50 AMP, etc.) The Dockmaster stated that dockside water lines may be turned off by then so be sure to fill your fresh water tanks before you leave home port.

So now that you know all this stuff, you say "Why only Saturday and Sunday? Doesn't the dummy know that November 11 is a Federal Holiday and I don't have to work!???" Actually, I do know that since I don't have to work either; however, a number of our members will be diligently laboring away at their respective mundane endeavors (poor fish) and thus will be unable to arrive on Friday. On the other hand, those of us who, by sound judgement, good luck, or (as in my case) virtuous behavior, have the good fortune to be free that day, may take reservations for Friday night also. I'll make two night reservations for anyone that wants them. Call me at 703-494-2383 by **October 28**.

Then you say ..."Why did he pick Alexandria? We've been there before!!" Again, I say I know that; however, several members who expressed interest in this cruise also expressed specific interest in dockside power for heaters (bunch of wimps!) Secondly, some members can join us by car if the cold weather convinced them to winterize their boat early (bunch of wusses!) Thirdly, I have made special arrangements with

a number of Olde Town restaurants to be open on Saturday night for those who wish to eat out (bunch of gluttons!). Lastly, I have distributed handbills and notices to the Olde Town pubs, bars, and wineshops alerting them to the need for strong liquor for the hardy souls (bunch of sots!).

**Wimps, wusses, gluttons and sots** and a finer bunch of people were never assembled in one yacht club. This is your OYC!!!

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### Chili Cookoff

The third annual Chili Cookoff will take place on Saturday, October 29 at 3:00p.m. in the A-Dock parking lot of Occoquan Harbour Marina. The pre-Chili Cookoffs have taken place and the winning pot of chili from each dock will be judged and then will be available for consumption by all. The Club will be furnishing the bowls, utensils, paper products, sodas, and hot mulled cider. We are asking you to BYO Everything else which will accompany chili, i.e., corn bread, macaroni (Cinncinati Chili, of course), cheese, onions, nachos, garlic bread, salad, fruit (to sooth the tongue from it's probable burning sensations) or dessert of any kind. Let's hope we have warmer temperatures than we did last year. If sitting on the curb is not comfortable, please bring your deck chairs. This function has been well attended in the past, and it can be guaranteed the food will be outstanding. Come and join us for fun and a feast.

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### FLASH! - SANTA'S COMING

Mer Piper

The OYC received a telephone call from Mrs. Claus reminding us that Santa 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. She said she thought he would be accompanied by a couple of elves and if she could get away, she would also join him.

This is a highlight of the OYC's schedule and one not to be missed. OYCers of all ages don Santa hats and watch with great anticipation for the arrival of Santa at the dock. Then we all get our chance to sit on his knee and tell him our wish list. There is usually egg nog and /or champagne being consumed, seasonal music fills the air—a really special time. If you haven't winterized your boat by then and want to join in on this fun little jaunt, please consider this an invitation to plan to join us by water at OHM. If you have winterized your boat, don't let that stop you from coming to the docks and hopping on one of the boats going in the flotilla. Newcomers are always welcomed. High tide will be around 2:20p.m., so this year we should have plenty of water as long as the wind doesn't blow it out like last year.

Because of low water, the flotilla last year had four boats participate; however, that didn't stop OYCers from having a good time. On those four boats we had over 50 members and friends. In 1986 we had seven boats and 31 OYCers. So, come on down to the docks and help deliver Santa to the throngs of kids of all ages who will be waiting for his arrival at Prince William Marine.



### Christmas Party and Change of Command Banquet

Elsewhere in this issue of the Day-marker you will find an invitation to and a reservation form for the Christmas Party and Change-of-Command Banquet. This is the last function of the year and will be held at Mama's Restaurant in Fairfax on Saturday evening, DECEMBER 3 commencing with cocktails at 7:00p.m. All of the pertinent information is contained on the invitation. When you tear off the reservation portion, please save the rest of the invitation because there is a map on the back. Capt. Buddy will be returning for his third year to provide music for our enjoyment, dancing, or like last year "boogying" or doing the "stroll". I understand "Dirty Dancing" has already been requested! Again, plan to attend and enjoy the last OYC fun function for 1988. PLEASE NOTE THE DEADLINE FOR MAKING RESERVATIONS IS NOVEMBER 21st.

### AWARDS

One more reminder that the Board is still receiving recommendations from the membership regarding the First Commodore's Cup and the Bent Prop Award candidates to be selected sometime in November. These awards will be presented at the Change of Command Banquet and Christmas Party on December 3, 1988. Your recommendation can be in the form of a verbal comment but we prefer that you give us a written recommendation and mail it to the OYC P.O. box or give it to any Board member.

Just to explain one more time, the Commodore's Cup was donated to the OYC by Bill and Paula Shaw who wanted this award to be given to the member whose yacht best exemplified the title 'Yacht of the Year' based on many factors such as underway operation, maneuvering, docking, anchoring and year round appearance and upkeep.

The Bent Prop Award is a new award this year which will be given to the member who throughout the year has had various kinds of bad luck. It was suggested to one of our members (by a member of a N.J. yacht club) who expressed that "its simple to give an award to someone who has nothing but good luck all year, but for the majority of us who have, at one time or another, run aground, bent a shaft(s), dinged our prop(s), or just had something go wrong, it's more difficult because there are so many contestants!"



The Boat Show always marks a particular milestone for me. It's the end of the current boating season (with a few

exceptions) and the beginning of next year's hoopla and sales gimmicks for the "new" models. This year was no exception. We made the annual trek to Annapolis more out of habit than of necessity. And yet, I would feel that something was missing if I didn't go.

It was definitely bigger. Each year, more and more docks appear in the harbor. But better? I personally don't think so. More glitz, more hoopla, and more plastic. But better presentations, or better booths, no.

We boarded the Florida Bay Coaster which from the brochures looked to be a fascinating new design. Small passageways and cut-up layout. A brand new steel boat and already rusting at several of the deck fittings. We boarded the 70' Hatteras which at \$1.5 million should have been quite a boat. It was a grand display for the show-off millionaire with a paid crew, but could you relax and enjoy it? Not likely. The handrails on the 60' Hatteras are made up from laminated strips of teak - no solid rails anymore.

We saw the Budweiser girls (the three who line up to spell out Budweiser across their collective chest) clamber aboard the Formula boats for a picture-taking session. One of them had a large spot on her skirt.

We boarded the 55' Med which was an all new design. The plastic covers on the flying bridge wouldn't open because the throttles were in the way. Most of the other flying bridges were "closed". I suppose that we weren't supposed to see the other goofs.

The bulk of the boats were the same as last year with very little innovation or change. The ugly ones are still ugly. The go-fast ones are still fast and sleek and expensive. Plus a whole rash of new brand names that I had never heard of. The Far East getting into the act? The Sea Rays and the Marinettes and the Cruisers and the Bayliners look just like they did last year.

The Hilton was definitely more efficient in peddling drinks on the Afterdeck Lounge at inflated prices. The logistics of the Boat Show are incredible, getting all those boats into the harbor and tied up with power and water on temporary docks. But why they allow mothers with strollers on the docks on a busy Saturday is beyond me.

The tent show is where the action was really going on. More tents. More booths. More affordable goodies. I like "Boat Show Special" prices. They make you think that you are getting a real bargain over catalog prices and maybe we are. It's the carnival atmosphere that counts. We were able to replace some dry chemical fire extinguishers with new Halon units at "half price". I don't really want to know if they were half price. I wanted to replace them, and the Boat Show made it easy and convenient.

As for the Budweiser girls or fancy yachts, I think I'll stick to the glossy photo ads. With those you can fantasize.

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### Southern Contingent

Letter from Eileen Kiesel

The Kiesel's send their best to everyone and "we love it here!" Eileen starts work October 5 and George is enjoying being there and his new fishing rod. He's looking and feeling good. They departed OHM August 11 and arrived at Anchor-

age Yacht Basin in Eau Gallie on August 17 via the ICW. George, Eileen, and possibly Chris enjoyed the trip and would do it again; however we're supposed to ask Kerry and Cindy how bored they were. What follows is Eileen's "log" of their trip.

**Aug. 11** - Thursday, Potomac choppy. The Bay was incredible-4' waves. Hard steering. No other boats in sight. Arrived Norfolk in the afternoon and pulled into Tidewater Yacht Basin. Very nice, clean and friendly. Restaurant was great - nothing pretentious but excellent food. Highly recommend the Fish Finger appetizers.

**Aug. 12** - We met Hey Lou, a fishing boat from NY at the lock on the ICW just at Mile 5. We followed back and forth with them to Oriental Point, NC. Albermarle Sound was like glass. Pat Worcester and Tom Tilmon would have had a great time skiing. Cooked on the boat. That night George, Chris, and I watched a Meteor Shower. It was really exciting to watch because there were so many of them.

**Aug. 13** - Left our "friends" and continued south. We loved this part of the trip. The beaches in Beaufort, NC and Moorehead City were beautiful, as were the unnamed beaches. All the way we had dolphins playing with us. Stopped in Holden Beach, NC (about one hour from Chris' school), ordered pizza and they delivered it right to the boat.

**Aug. 14** - Headed for South Carolina and the Waterway takes on a different view - lots of swamps, also nice, beautiful homes. At Myrtle Beach there was a ski-lift-like tram overhead going across the ICW carrying golfers with their bags-an unusual sight. Passed several large, large, large barges with all sorts of dredging equipment. Now, I won't bore you and tell you about anchoring out this night and how the mosquitoes ate us alive and the tide went out about ten feet and we were "beached" at 2:30 a.m. It was quite difficult to sleep on a "tilt" but alas at 8:30 a.m. we are now again afloat. No breakfast-let's get out of here!

**Aug. 15** - Some small rain storms, so we stopped in Beaufort, SC at the City Dock. Nice marina. The paper mills along the way produced some not-so-pleasant odors. Stayed in St. Simons-nice marina with over 24 shops. The girls were once again happy. Had dinner in "Spanksys"-a cute trendy place and traditional American food.

**Aug. 16** - No Wake zones all over Jacksonville, FL. Real slow. Stopped for lunch at a waterway restaurant. I wanted to try the "Alligator Tail" but I was chicken. We ambled along slowly and pulled in early to St. Augustine and another nice marina.

**Aug. 17** - As we pull out of the marina channel back onto the ICW we hear our boat being called over the radio. Lo and behold it's the Hey Lou from NY. They followed us for a while. I just love the inlets and all the blue ocean water coming into the ICW. Things are looking familiar to me and I recognize all the Causeways and it's now Marker 102 and we are at our Marina and the trip for now is over.

We had dolphins all the way down. Went into the ocean for a short distance going into a sound. Afterwards I read in the Waterway Guide how that section can be "awesome"—it was!

Saw wild horses on an island in Georgia. I'd swear we also saw "Scarlett's" house from Gone With The Wind—some of those southern mansions are fantastic.

Our slipmate is the Chief Engineer for SeaRay at Merritt Island. Says he knows John Martini. There are ten liveboards at our Marina and probably 100 slips. The Marina sells Wellcrafts. The docks are like A, B, and C at OHM and there are no small boats at the Marina.

The end of this story is that the Dock Master, a female from NY, is the best friend of the daughter of the folks on Hey Lou. Hey Lou continued further south to Vera Beach, but it sure is a small world.

Our best to all.

### Results of Restaurant Questionnaire

There were 16 questionnaires received and the results are as follows:

Decor/atmosphere received 3 excellent, 9 good, 1 fair, and 1 poor.

Service received 2 excellent, 6 good, 5 fair, 1 poor, and 1 lousy.

Food received 2 excellent, 7 good, and 4 fair.

Music received 2 excellent, 4 good, and 3 fair.

Prices received 10 good and 4 fair.

All of the questionnaires have been given to Dick Krauss for his review of the ratings and the various comments. If you haven't given the Harbour Inn a try, stop by and rate it for yourself. Effective October 1, the patio was closed.

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### Membership

John Piper

Apologies to Scott and **SANDY** Shortnacy—we listed Sandy as Nancy in the Roster. Please make the necessary correction to your roster.

The OYC welcomes the following new members: Bob and Bobbie Smith-family aboard **BARBARA LEE** berthed at OHM; and, Chris and Eileen Denning-family aboard **FOXY LADY** berthed at the Pilot House.

A note from Capt. Rick and Marlis Norton in Hermitage, Missouri: "We're doing fine - no suits, no ties, no boss, no money! Typical Boaters. We live on a river with 8-9 deer, 12-14 turkeys and lots of squirrels. It's really country. Can't believe the low cost!"

We mentioned last month that the **DUNMOEN** would be in the yard beginning October 8. The yard has delayed us until whenever, so we are still here and burgees are on board for sale (\$8) and we have membership applications/new-member packages available.

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### Belmont Bay - Boat Wakes vs. Mother Nature

Rick Van Doren

In recent months, there has been some discussion about banning boats from Belmont Bay. The assumption is that boats and water skiers are the cause of the shore erosion that is taking place in the area of Belmont Bay and Sandy Point (see July OYC Daymarker).

Sandy Point beach has most definitely been reduced in size. The first time I saw Sandy Point was about six years after

Hurricane Agnes went ripping through in June 1972. At that time Sandy Point was a fairly good-sized beach only slightly smaller than Freestone Point Beach is now. While exploring new territory on one of my first couple of trips to Sandy Point, I discovered a survey marker, "Sandy Point", back a good distance from the shore. Back then, Occoquan Park was the ruins of Lorton's brick factory. Occoquan Harbour was still a parking place for empty sand barges. Harmony Seaport did not exist and neither did Fairfax Yacht Club.

Sandy Point was, and still is, a hot spot for boaters, skiers, and even an occasional sea plane. On a good weekend back then, you could expect to see 10-20 boats along the beaches of Belmont Bay. With that many boats, skiers are hard pressed to find an open area free from boat hulls and anchor lines. Of course, some will try it anyway. No question about it, on a good weekend Belmont Bay is a congested area.

Because of Sandy Point's popularity, the trash was really starting to pile up. In August of 1984, the trash problem was so bad, something had to be done. Ten people and I put together a clean-up campaign for Sandy Point. Three heaping 14' jon boat loads of trash were towed to the dumpster at Prince William Marina (now OHM), which overflowed their dumpster.

At that time the "Sandy Point" survey marker was still about 4-6 feet from the water's edge. I also noticed that each spring, the shore line would be absolutely piled with driftwood. Each summer, the driftwood collection would gradually disappear due to the many beach parties, camp fires, and high waters.

Last summer (1987), I noticed the shore line had moved to within a foot of the Sandy Point marker. This year (1988), I went back to check on the marker:

- early spring - almost completely undercut
- early summer - fallen over on its side
- mid-summer - missing

It appears that Sandy Point is the area where most of the severe erosion is taking place, about a foot per year is disappearing.

As boaters, we know that there are many factors that have an effect on erosion of beaches, shifting of navigation channels, and whole rivers change course all with no help from boaters. I can only speculate as to the cause or causes of such a speedy erosion process. Keep in mind that we are talking about shifting sand, and our boat wakes are getting the blame.

As you might guess, the Occoquan channel from Route 1 to Sandy Point, would most likely have shifted from its present position, or even worse, filled in with sand and mud. Fortunately, the tug boats pushing the heavy sand barges in and out of the Occoquan, several times a week, keep the channel clear. Other rivers like the Mississippi, require constant dredging to keep the channels open. Most of us know that rivers are constantly changing and evolving. A river made the Grand Canyon!

Ocean City, Maryland has a severe beach erosion problem that is compounded by the so many expensive high-rise buildings that are so very close to the beach. The same thing that happened to the Sandy Point survey marker could happen to the Ocean City high-rise buildings.

The Wisconsin shore of Lake Michigan has some high

bluffs, similar to those which are found at some points along Mason Neck Park. Both are eroding away in an identical manner.

Now let's look at some numbers. Since there is no data on boat traffic in the area of Sandy Point, my best guess, based on the boat traffic I have observed, is that approximately 4,400 boats passed by Sandy Point this year. As most of us boaters know, boats 20 feet and smaller make up the majority of the traffic. Also, boats of this size, up on plane at a good cruise speed, and even pulling a skier, produce wakes of less than one foot. Larger vessels, 30 feet and above, are slow to come up on plane, if they do at all. Plowing along barely on plane, boats of this size make good sized wakes of up to about 3 feet. Out of the 4,400 vessels per year, approximately 1/4 of them are over 30 feet. That's 1,100 vessels per year that produce wakes large enough to be a factor. I have not actually measured the length of time that a boat's wake lasts, but 45 seconds (as it passes through a point) seems to be about right. This works out to 13.5 hours per year, of wakes larger than what would naturally occur due to winds and tides. With 3.5 hours of boat wakes, this leaves 364.25 days where there are no boat wakes at all. Even if some wise guy were to insist that all boat wakes are damaging, then that would work out to about two days of boat wakes. This leaves 363 days a year of no boat wakes.

More numbers. Belmont Bay has an area of about three square miles and has the usual two tides a day. With an average tide of 2.5 feet, this equals 10,950 cubic miles of water flow in and out of Belmont Bay each year just from tides alone.

Other major factors that have not been considered are water flow from inlet streams, winds, surf, storms, ice, and the next hurricane.

With only a one-half day of significant boat wakes per year, it is clearly obvious that some other force much more powerful is at work in Belmont Bay. Possibly there is some other reason the suggestion of banning boats came up. Although boat wakes are annoying, they are **not** the cause of the shore line problems in Belmont Bay.



This month, our own resident know-it-all addresses the profound questions of flag etiquette and the Work Ethic.

*Dear Harry - There is a sailboat anchored next to our marina that is flying a red and yellow flag. What does this flag mean? J.C.*

The red and yellow flag is the international code flag for the letter "O" or "Oscar". The red triangle part should be on top and the yellow triangle part on the bottom. I have noticed that this particular flag is being flown upside-down. Now then, the Oscar flag flown by itself is the international signal

for "Man Overboard" but since it has been flying for some time now, I assume that if there was a man overboard, he has long since perished. The significant factor is that the flag is upside-down which is also recognized as a distress signal. The only conclusion is that the owner of this particular sailboat is distressed at falling overboard.

*Dear Harry - Whenever I do any work on my boat, no one ever sees me working. Yet, the minute I stop and take a break, everyone I know comes by and sees me goofing off. What can I do to change this image? L.B.*

I used to have the same problem. Then I devised my "Work Image" kit. It takes a little time to assemble but it will pay for itself in the long run. Get a piece of plywood about two feet by three feet. Find an empty paint can in the dumpster and glue it to the plywood. In the same way, attach several paint brushes, an empty can of thinner and an old scraper. If you are real lucky and find a broken power sander in the dumpster, add that as well.

On Saturday morning, just place the plywood with all of the added stuff on your cabin top where it will be seen. Everyone who comes by will conclude that you are merely taking a break from a major maintenance job. In the afternoon, put it on the bow. In the evening, toss it out of sight. This scam has worked for me for years.

*Dear Harry - One of the boats in our marina has a windmill looking thing at the stern. I had thought that this was for propulsion, but it is still running when the boat is tied up in the slip. What is the purpose of this device? N.M.*

Good conclusion! Since the windmill is still running when tied up in the slip, it is obviously not for propulsion. I, too, have wondered about this accessory. After careful observation, however, I have noticed that the boat is from the Middle West. As you should know, the Middle West includes the Great Plains where for generations, water has been pumped for irrigation by means of the windmill. Thus, it seems obvious that the windmill looking thing is still being used to pump water. Probably a wind powered bilge pump.

*Dear Harry - You seem to have been everywhere and done everything. With your vast knowledge and experience, can you explain the Meaning of Life? C.N.*

Yes. Twelve.

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## **Boaters Directory**

Mer Piper

There is a new Boaters Directory available for the asking. It's called NYNEX and it contains a lot of information for the boater. Some information is on VHF Radio, First Aid, Charts (not to be used for navigation), a sample Float Plan, Tide Charts, Chesapeake Bay Harbors, Editorials, Aids to Navigation, and a yellow-pages section that's quite diversified. I have requested a supply to be sent to the OYC; however, if you just can't wait, there is a toll-free telephone number where you can request the Chesapeake Bay Edition of NYNEX - 1-800-648-8660.



I did it again! I forgot to mention that Steve and Danielle Johnson were amongst the group of participants at the Dennis Point weekend. They drove over by car from their summer mooring at Tall Timbers Marina to say hello and join in the fun. Sorry guys!

Diane W. and Steve P. finally became engaged at 7:30, September 24th. We understand he surprised her with a bottle of champagne and a huge "piece of ice". Congratulations kids from all of us!

Debbie F. and Guy F. had marital discord on the Scavenger Hunt but went on, inspite of their differences, to be winners! And, by the way, their still married!

Who tied G-cup bikini top to the Commodore's flag pole?

How come it wasn't in the *Daymarker* that Terri P. accused the restaurant in Solomons of burning Steve W.'s fish when he ordered Blackened Redfish? (Ed. Note: Well, I guess I could use the excuse that I can exercise Editorial license but the real reason is that I don't remember ever having said this.)

It was nice seeing some of the old crowd, i.e., Mike and Linda Broker, Rosie and Billy Lingo and their guests, at the cookout.

We are proud to announce that Aaron and Lynn M. can honestly say they know where to find Craney Island. I'm sure glad someone knows where it is!

One of the original OYC'ers is now back the D.C. area and considering a "stinkpot" rather than another sailboat. Welcome home Amy and Rick McElhenie!!

All of the old OYC board was present at the Boat Show on the 14th in Annapolis. Only 1/5 of the new board was present!!!

Rich E. is still learning to handle his new boat. We understand all he needs to learn now is to take the thing out of gear before trying to start her up.

While at the Annapolis Boat Show I noted a woman with high heeled sling pumps, a leather skirt that bordered on non-existent and a blouse that boggled the imagination, hopping(?) on and off boats. I also noted that not one single salesman was telling her that she couldn't get on their boat because she wasn't wearing boat shoes. Very interesting. I guess there are priorities?



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**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.

**1987 46' Sea Ray** Express Cruiser, T/Turbo Cats. 15 KW Generator. Fully equipped. Loran, auto pilot, depth sounder, log, 2 VHF. Dual stateroom/2 heads with showers, TDX System. Galley equipped with microwave and 3-burner stove, side-by-side refrig/freezer, coffee maker, can opener, and blender. Entertainment package includes, CD player, 2 cassette players, VCR with 10 inch TV. Dinette which seats 6 comfortably also makes into a bed. For further information call Bill Petrey, 922-6300 (wk) or 690-6577 (hm).

**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 this year. Faster than any boat on this page. Call Ned W. Rhodes at (703) 534-2297.