

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

The Daymarker

August 1989, Vol. VI, Issue 8

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

JP

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703-534-2297

Rear Commodore
Ginny Kildoyle
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Secretary
Debbie Charles
703-764-9296

Treasurer
Debbie Berard
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UPCOMING EVENTS

August 19-20

Cruise to Tall Timbers. Sign up NOW with Mer Piper.

September 2-4

Labor Day Cruise to Yeocomico. Sign up NOW with Mer Piper

September 16

"Predicted Log" Competition/Scavenger Hunt and Dock Party.

December 25

Christmas. See any Board Member.

Upcoming Trips

As of this writing, there are 11 boats signed up for the cruise to **Tall Timbers August 19-20**. The deadline for sign-up and deposit is August 1, so if there are any others who want to make the trip, please call Mer Piper at 490-4857. Those who have signed up will be responsible for settling the remainder of your bill at the Marina when you register. Those who have a refund due, OYC will reimburse after the trip.

Also, because of Labor Day Weekend being a busy boating weekend, anyone who is planning to go on the cruise to **Yeocomico September 2-3-4** should also call Mer to make reservations with a \$25 deposit. There are 20-25 slips reserved for OYC and if we aren't going to use them, we should be courteous enough to let the marina know so they can rent them to others.



Commodore's Comments

Merilyn Piper

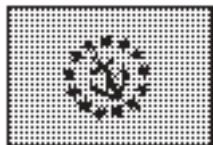
This month's comments are directed to many of the First Mates (male or female) in the Club. One of the important jobs you perform when returning to your home slip is that of retrieving the bow lines. On a lot of the boats, if you stand aft you will be able to hook (or pick up) a bow line as the widest part of the boat slips between the pilings, walk forward, and in many cases cleat it and still have time to reach over for the second line. If it looks like you have a wind, discuss with the Skipper which side should be retrieved first to aid in the control of the boat. Give it a try and see if it doesn't make your job a lot easier in most cases.

A second helpful hint for the First Mate is to tape your bow lines at the point that you start your cleat so you know, each and every time, just where the line is to be cleated. If you are using an eye at the end of the line - no problem. But often we see gals and guys becoming impatient with each other because of uncertainty as to where the bow lines are to be cleated.

On to more seriousness - there have been at least two boating accidents near the Occoquan already this year. To the best of my knowledge, there have been no deaths, but some serious injuries. However, I believe in a separate incident a body was recovered near buoy #56 over the weekend of the 4th. On Sunday, July 9 a lady was brought to OHM docks for transport by OWL with back injuries received when a yahoo apparently needed the speed for several seconds prior to Daymarker 12 (the start of the no-wake zone) leaving a wake that caused her to fall and sustain injury. I hope they had presence of mind to note the name or numbers of the waking boat because **YOU ARE RESPONSIBLE FOR YOUR WAKE**. There were also several boats in tow over the weekend and judging from the radio traffic, not much respect was shown. I am hopeful that none of the OYCers are causing a problem; however, please exercise extreme caution (and patience) anywhere on the water, but particularly on the Occoquan. It is a narrow channel and with the number of boats increasing each year, there are more and more potential problems lurking.

I was remiss in inserting a BWI article in last month's Daymarker, but I've included it elsewhere this month. Virginia now has a Drunk Boating Bill which went into effect July 1, 1989. We are all happy to see Fairfax Marine Patrol (and the Coast Guard and the Virginia Fish and Game) on duty, but let's not have to have them bring one of the OYCers in because of too much alcohol. Do your partying at the dock or at anchor when you aren't going to be at the helm.

I am happy to report that all of the burgees we have received from the various burgee exchanges are now hanging in the OHM store and identified. Thank you, Dickie, for allowing the Club to use the space.



Vice Commodore's Comments

Ned W. Rhodes

As you read this, at least four OYC boats will be braving the Bay on the weeklong cruise. Trips like this always bring out the best in the participants and it is amazing the hoops you will go through to get ready for such a trip. For example, Guy Ferrante purchased one of those portable, water-cooled air conditioning units to take along and waited until the weekend before the trip to take care of his engine cooling problems and to discover that it is possible to dock the boat without reverse. For months, the Worcesters have been waiting for someone to install the new carpet in their boat. Well, the weekend before the cruise, there is Mary Jo watching Steve install it as darkness settles. Dale and Rita used the weekend before the cruise to try out their new 3 million gallon cooler. They had it iced down and loaded a full week before the cruise just to see if the meat would stay cold. I, on the other hand have been ready for weeks, with the exception of the purchase of the head repair kit (which I will purchase the day we leave). It was purely therapy that I happened to be washing and waxing the boat the weekend before, in the rain.

On another topic, I feel that I must report some unusual behavior by an unnamed yacht club. It seems that there was a case of rampant yuppism over at the Mattawoman the

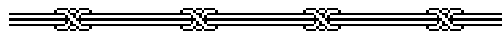
Fourth of July weekend. Excuse me for not having first-hand knowledge of this. I am only reporting what I heard. It seems that this club rafted up, ran their generators and partied all night making it hard for the people in the tents to sleep that night. Then, the next day, ~~we~~ this unnamed club was seen lounging on "Fun Island", sipping champagne (with the required strawberry) from flutes. When asked to play horse shoes, these unnamed club members were seen to put down their champagne and pick up a Bud to consume while tossing a few. Needless to say, this type of behavior has the tendency to send the wrong type of message, mainly that boating can be fun. In the future, if you come upon this type of unusual behavior, please radio its location so that we can go over and ~~participate~~ investigate.



Exec. Rear Commodore Comments

Ginny Kildoyle

THE COOK BOOKS ARE IN - They look great and are selling rapidly. As of this writing, there are only 45 left and we won't reorder unless the demand indicates the need. If you want to set one (or more) aside, please call either me at 703-250-6746 or Mer at 703-490-4857. If either of our answering machines are on, please leave your name and the number of books you want set aside. It would have been great to have had more recipes, but we went with what we got. All in all it has been a fun and worthwhile project.



4th of July Picnic

Mer Piper

--- A camera was left on the picnic table - I have it on board the *Dunmoen* ---

--- A yellow Tupperware bowl was also left - it is on board the *Rosemarie* ---

The July 1 picnic to celebrate the 4th of July was the best function thus far this year. There were over 85 OYCers and guests in attendance - the largest ever. We signed up four new members, we had some cruise sign-ups, we sold out of burgees, we took a couple of orders for the jewelry we introduced, and yes, Dale we even sold a magnet or two. We are grateful to Dick Lynn for the donation of ice and a few last-minute supplies we needed from the Store. The set-up and clean-up crews did a beautiful job, which made my job a lot easier. And my job for this function was to gloat over what a super Club we have, be instrumental in having good weather (!), but most importantly to share a very special guest with the OYC.

The Occoquan Yacht Club boldly pursued where no other Yacht Club has ever dared to - we have the distinct honor of being the first Yacht Club in the entire world to exchange burgees with the internationally renowned Bethesda Yacht Club. And, we also had the super honor of having the Bethesda Yacht Club's Commodore, T. Patrick

Flaherty (himself) present to do the actual exchange.

The Bethesda Yacht Club was formed February 1, 1986 as a social organization to benefit Children's Hospital. The Club is enthusiastically endorsed by WMAL's Harden and Weaver, particularly on Saturday mornings between 8:15 and 8:45a.m. They have over 130 members; no by-laws, no elections - all of the officers are self-appointed. They have two functions a year from which all proceeds go directly to Children's. Commodore Flaherty brought with him BYC hats, visors, and iron-on patches. If you see some BYC attire on the docks, you will know from where they came. Commodore Flaherty also presented me with the tape of Harden and Weaver's broadcast announcing his participation in our function. I have the tape on board the **Dunmoen** and will be more than happy to let any of you listen to it.

Not only did we as a Club present Commodore Flaherty with a check to Children's, but John and I contributed as well. Later in the day, Josie Ellis made a contribution in her nephew's name as a gift for his graduation from dental school. And, later in the weekend, Donna W. signed up for 10 hats! Plus, another request for four patches. And yet another hat order. (We may end up having more OYCers belonging to BYC if we aren't careful.)

It took six months for this to be accomplished (for your chuckles, the correspondence is given elsewhere), primarily because we had to assist T. Patrick and his illustrious organization in obtaining the burgee - oh, sure, they had the logo, but it seems nobody knew what a burgee was - some thought it was a town in France, a pâté, or possibly even a new cheese. (Their logo is a life ring with Bethesda Yacht Club on it - but the "S" in Bethesda is a pink flamingo and, according to Harden and Weaver it is "a demented flamingo".)

All fun aside, it was a beautiful occasion and one which left a lot of us feeling great. Thanks to the Board who kept this effort a secret so the OYC could truly pull off a coup. And thanks to WMAL, Harden and Weaver, and to T. Patrick Flaherty and the entire Bethesda Yacht Club. Their burgee has joined the others in the OHM Store.

On Friday, July 7, Commodore Flaherty, through Harden and Weaver, apologized for damaging the piers when his yacht crashed into them while he was sleeping below and the fuel tanks ruptured spilling diesel fuel...we hope Dick Lynn wasn't too upset. I also have that tape on board if anyone wants to hear it.



Nominating Committee Appointed

It's that time of the year already - time for the Nominating Committee to come up with a slate of officers for the 1990 season.

The Nominating Committee consists of Billy Lingo, Chairman on **Rosemarie** berthed on E dock at OHM (703-978-7343), Mike McCormick on **Partners III** berthed on D dock at OHM (301-942-7086), Guy Ferrante on **Debbie's Guy** berthed on D dock at OHM (703-644-0415), and Walt Cheatham on **Elizabeth Scott** berthed at Fairfax Yacht Club (703-491-3956). The objective of the Nominating Committee is to come up with

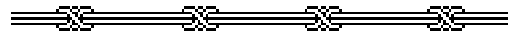
two persons per office for the October ballot. The offices that need filling are Commodore, Vice Commodore, Executive Rear Commodore, Treasurer, and Secretary.

Any Regular Member (Family or Individual) may run for any of the positions. If for some reason you are not contacted by a member of the Committee and you want to run, you may let any member of the Committee know, or you can be nominated by petition which has been signed by a minimum of five (5) Regular Members.

All nominations and petitions must be presented to the Secretary (Debbie Charles) no later than one month prior to the annual meeting to be valid. The annual meeting this year will be held October 7, therefore all nominations or petitions **must be presented to the Secretary no later than September 7.**

It is hoped that we will have a slate ready to publish in the September Daymarker, the deadline for which is August 20. However, if we don't, we will do a separate mailing so that the entire membership has the required two-week notice prior to the annual meeting.

It is rewarding to serve the Club and to be part of its history.



"Virginia Adopts Drunk Boating Bill"

Taken from Bay Magazine, July issue, Bay Scene

"On the Elizabeth River ferry next to Waterside marketplace in Norfolk, Virginia's Gov. Gerald L. Baliles signed a new Drunk Boating Law on April 22. The new law becomes effective July 1, 1989. House Bill 1921 adopts the same guidelines for boating arrests and convictions as the laws for drunk driving provide, according to the 'Outdoor Report', newsletter of the Virginia Department of Game and Inland Fisheries.

"With the new law, a blood alcohol concentration (BAC) of .10 or above will be grounds for conviction without further evidence. Penalties could be loss of the privilege to operate a motorboat for a specified time, fines, jail time, or referral to an Alcohol Safety Action program. Enforcement personnel will use a breath or blood test to determine the BAC of motorboat operators suspected of drunk boating on Virginia's waters."

Although this should have gone in the July issue, it is still applicable to all of us.



Boating Course

The next U.S. Coast Guard Power Course will be held September 5 to October 11. This is a 12 week course, Monday and Wednesday evenings at Woodbridge High School. For further information, please call Ron Beers - 791-3291.

According to BOAT/U.S., for additional information about courses in the Woodbridge or Manassas area, please call Bill Lee at 703-368-6890; for the Fairfax or Arlington area, please call Dick Rothermel at 703-689-9634.

ENTRY FORM - OYC SCAVENGER HUNT - SEPTEMBER 16TH

ENTRY FEE - \$5.00

NAME: _____ NAME OF BOAT: _____

PHONE NUMBER: _____

CHECK (Made out to OYC) _____ or CASH _____

Submit Entry no later than September 9-10 to any OYC
Board Member or mail to POB 469, Occoquan, VA 22125

Please enter me in the Scavenger Hunt. I understand that I will be given a list of items to retrieve and/or produce at the end of the trip for a point count to determine the winner. Length of time on the water is from 10:30 a.m. to 2:30 p.m.



I agree to abide by the regulations and instructions for this event. In consideration of being permitted to enter this event, being knowledgeable of the risks of competitive cruising and knowing that it is my sole responsibility to decide whether to enter or continue any race, I voluntarily assume the risk of participation in this event and release the OYC and the people conducting this event from all liability in connection with any injury or damage that may occur.

SIGNATURE OF COMPETITOR _____ DATE _____

Predicted Log Competition/Scavenger Hunt Dock Party - September 16

This year for our annual September function, we will be conducting a Predicted Log Competition, a Scavenger Hunt, and a dock party of "Chicken 'n Ribs".

Complete instructions for the Predicted Log Competition and entry form are provided as a separate flyer with this issue of the Daymarker. We will need a minimum of five (5) boats to sign up for the Predicted Log in order to provide adequate competition. Plaques will be awarded for First, Second, and Third place. The entry fee is \$8.00 and the deadline for sign up is September 5 - this gives us time to have the plaques made.

For those who are not interested in the Predicted Log, we will be having a Scavenger Hunt. The Entry Form is found elsewhere in the Daymarker. The entry fee is \$5.00 and the deadline for sign up is the weekend of September 9-10. On the morning of the "Hunt" each entrant will be provided a list of items to be retrieved during the cruise in an area anywhere between the Occoquan's Daymarker #6, the Mattawoman, and the Potomac's Wades Bay. For instance you might be asked to bring back a bag of potato chips - that's all the hints you get now! Each item will carry a point value. The time allowed on the water for the Scavenger Hunt is from 10:30a.m. until 2:30 p.m. (This may be changed depending on how many sign up for the Predicted Log because their finish time at Buoy #49 is 3:00p.m.) If you have a dinghy, you are encouraged to take it along and/or a buddy who won't mind getting wet.

Are you interested yet? This could turn out to be a real fun event. Prizes will be awarded for First, Second, and Third place with the winners being determined by the number of points they accrued in the items they produce from the list. (For entrants not at OHM, the **Dunmoen** will be rigged with fenders so you can come alongside and pick up your sealed envelope with the list of goodies you need to find.)

The Dock Party will begin at approximately 5:00 to allow our competitors to return to their slips and secure their boats. The Club will provide the "Chicken 'n Ribs", beer/soda, cups, plates, and related utensils. Each family participating in the Party is requested to bring an appropriate accompanying dish to share. The awards for the water competition will be presented during the Party.



Good for one half-price entrée with
purchase of a full-price entrée
Lunch or Dinner
Sunday through Thursday
Deck, Lounge or Dining Room
Good through August 1989

Bethesda Yacht Club Burgee Exchange

Mer Piper

The effort to have a burgee exchange with the Bethesda Yacht Club started with a silly comment from me to John one Saturday morning in January after listening to WMAL's Harden and Weaver do their fifteen-minute "bit" about the BYC and its own Commodore, T. Patrick Flaherty... "I wonder if they would exchange burgees with OYC" thinking "they" was just Harden and Weaver and their wacky sense of humor. Also figured that maybe if we wrote, maybe WMAL would spring for a burgee just for fun. Well, folks, what follows is what really happened - and yes, Virginia, there really is a Bethesda Yacht Club, and there is a real person in T. Patrick Flaherty. Read on and enjoy!

The first letter was dated January 17 and was addressed to the Commodore, BYC c/o Capt. Jack Weaver-WMAL:

"Dear Commodore: We have been watching, with some amusement, the growth of the Bethesda Yacht Club from an upstart young club of rowdies to the mature and respected club of professional seamen that you now represent. Because of your efforts, all of the known navigable waters of Bethesda have been completely charted and documented with the appropriate authorities.

"Because of this demonstrated responsibility, our Board of Directors has approved an exchange of burgees with the Bethesda Yacht Club. As you may realize, an exchange of burgees with the Occoquan Yacht Club is tantamount to acceptance in the prestigious world of the privileged. Congratulations!

"Please indicate by return mail when it would be convenient to hold a formal exchange ceremony, preferably with all of your officers in full dress uniform. We shall await your reply."

A couple weeks later Harden and Weaver mentioned receiving our letter and commented that they "wonder how many uniforms we can rent". I figured at that point that was the end, yet hoped that maybe WMAL would spring for a burgee for PR if nothing else. John calls me from the office and tells me that there is a Thomas P. Flaherty listed in the Bethesda phone book. Maybe there is hope.

February 9 I receive a letter from the Commodore of the Bethesda Yacht Club. WOW!

"Dear Commodore Piper: It was a pleasure to receive your letter of January 17, 1989 via Captain Jackson Weaver and invitation to exchange burgees with the internationally renowned Occoquan Yacht Club.

"We would be pleased to exchange burgees, however, because of a complete formal schedule, officers who are engaged at this very moment in cruises of both a public and confidential nature, it would not be possible to identify a specific date for a formal exchange for at least six months.

"Perhaps we might begin to discuss the particulars of the ceremony...type of hors d'oeuvres, seating arrangements, entrees, attire, domestic or foreign wines, location, desserts, guest list, after dinner drinks, local and international media coverage.

"We would like to host these preliminary meetings, however, our facilities are undergoing major renovations and

will not be available until the Fall of 1989. You may wish to recommend a mutually alternate location.

"Thank you again for your letter and I hope we can meet in the near future."

Now that I've started something and am in the middle of who knows what, our second letter went to T. Patrick himself on February 11:

"Dear Commodore Flaherty: I am pleased to note that you agree in principle with an exchange of burgees with the OYC. The challenge now is working out the logistics for this momentous event. Normally, if we were to host this ceremony, we would hold it in the grand ballroom as opposed to the lesser ballroom of the club.

"However, due to an unfortunate misunderstanding with the Board of Health, our facilities will not be available in 1989. As an alternative, I suggest that we exchange burgees at our annual flag raising ceremony which this year will be held at the Occoquan Harbour Marina on Saturday, May 6th.

"After the formal ceremony, we could return to my personal yacht for an informal imbibing of libations in keeping with the theme of the OYC - "Drifting not Rowing".

"Of course Captain Jack Weaver and his Adjutant, Frank Harden are included in this invitation. If Captain Weaver should wish to bring the Jack Tar to the Occoquan, we have a minimum of six feet mean low water and can accommodate his vessel during this festive period.

"We are also prepared to exchange our monthly newsletter with the BYC if you should so desire. I am looking forward to your comments on this initial planning."

Between February and April there were telephone conversations between us working out the logistics for the BYC to obtain a burgee. First I had to explain what a burgee was and what it was for, and then how to get one. On April 18, the following letter was sent to BYC's Commodore:

"Dear Commodore Flaherty: I apologize for not having written sooner, but commissioning the yacht for the season resulted in some unexpected difficulties. The hydrogen pressure regulator for the Champagne tank was out of adjustment and the grand piano needed tuning, once again. Thank heavens the cognac tanks were functioning properly!

"Attached you will find our formal invitation for our Flag Raising Ceremony, to be held on Saturday, May 6th at the Occoquan Harbour Marina beginning at 1130 hours. Be advised that you will be introduced as a most honored guest and a formal exchange of burgees will be held.

"Our Protocol Officer has advised that since the Bethesda Yacht Club is rather new in this arena, swords or epaulets will not be required. We do try to make our guests comfortable."

The Commodore was unable to attend due to some back problems. So, being the pushy bi-ch that I am, I wrote a get-well note and invited him to attend our 4th of July picnic July 1. Having not heard from him, I figured all this foolishness had been for naught. But, on Wednesday, June 28 "He" called announcing that he, his wife, and the burgee would be here on Saturday, July 1. Whoopee! It was really gonna happen.

Saturday, July 1 Harden and Weaver did their thing on WMAL (I have the tape on board), and the real T. Patrick Flaherty actually arrived with not only wife, Mimi, and bur-

gee, but also with son Michael and hats/visors/patches to sell. We did our part in poking fun at the Bethesda Yacht Club, and Pat did his part in letting us in on the workings of BYC for Children's Hospital. Mimi signed up for an OYC Cookbook, too. A very pleasant occasion.

It has been suggested that these letters be shared with the membership; and I hope you have enjoyed reading them as we did trying to pull this whole thing off.



It seems that there have been some rumblings from D-dock to the effect that the OYC magnets don't stick to anything. This is an attempt to set the record straight. A magnet is a device which has the unique ability to attract other magnetic materials. Note the term "other magnetic materials", that is the key.

The most common magnetic materials are the ferro-magnetic series which are based on ferrous metals, like steel. Thus, a magnet will attract most steels. Glass, on the other hand, is not a magnetic material. A magnet will not stick to glass. We all know this.

To be specific, the magnetic field due to a magnet at a point on the magnetic axis prolonged, at a distance r cm from the center of the magnet of length $2l$ whose poles are $+m$ and $-m$ and magnetic moment M , the field strength in Oersted is: $H = (4\pi lr) / (r^2 - l^2)^2$ The units of magnetic flux, the Maxwell is the flux through a square centimeter normal to a field of one Gauss.

Now that we have established a firm scientific basis, consider that most everything on a boat with the exception of the engine is non-magnetic. That is because ferrous materials tend to rust and are avoided on a boat. Stainless steel is non-magnetic. So is brass, copper, nylon, vinyl, leather, etc. etc.

If you have an OYC magnet and try to stick it to something on your boat, it probably won't work. If you have a fridge on board it will be stainless steel. You have to take it home. That's what they were intended for. At home, they stick to the fridge (ordinary painted steel), the vent hood, or just about anything metal. Use them to post your OYC calendar on the fridge so you can be aware of what is going on.

It has been stated that six magnets will hold a single piece of paper. Well, this is true. But so will a single magnet. As a matter of fact, I have four pieces of ordinary 8-1/2 X 11 paper stuck to the side of a file cabinet in my office with a single OYC magnet. They have not slipped. So now that we have straightened this all out, we still have a good supply of OYC magnets available for a mere \$1.50 each. The line forms at the gangway.

First Trip to the Bay

Chris and Corin DeLancey aboard Affinity

Our first trip to the Chesapeake Bay started at "0 dark:30" on Friday, June 30. We detached our lines from **Affinity** and left the Occoquan Harbour Marina. After a couple of hours on the trip, we rafted up with **Robin's Nest** at Wades Bay for a while. We went to shore with Robin and looked for shark's teeth—all together we found twelve.

Then we went to Ragged Point to get gas. Chris drove **Affinity** from Ragged Point to the Bay. Finally, our trip was over for one day - we had reached Solomons Island. Chris, Corin, Robin, and Allison went swimming with the sea nettles in the water. We rafted out with **Robin's Nest** for the night.

In the morning, we left Solomons Island and went to St. Michaels, Md. We took **Robin's Nest's** dinghy into the dinghy dock and went to look in town. There were a lot of neat things there. We went shopping and got tee-shirts.

In the morning, we went to the Corsica River. We went swimming (with no jellyfish), caught minnows, and Chris caught a very fat catfish...we think it may have been pregnant so we put it back.

The next day we went to Rock Hall and stayed there two days. We cooked out; Corin fell backwards on the swings; we went swimming; we were there for the Fourth of July and we went to see a parade. It rained a lot and Mom had her first nosebleed.

On July 5th we went back to the Corica. Richard Charles found a crab and we caught it but we threw him back. We caught more minnows and went swimming.

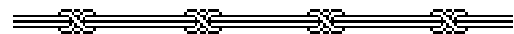
The next day we went to the Choptank through Tilghmans Island. When we were there we tried to catch crabs. Chris caught one off a pork chop. Robin caught one too. Too many jellyfish to swim.

In the morning we left the Choptank and went to the St. Mary's River. There were too many sea nettles so we went for a ride in Robin's dinghy and we did plaster of paris of foot prints.

The next day we went to Port Tobacco and went swimming. We got 6 dozen crabs and ate them on the boat.

The next day we went back to the dock. We ate dinner at the restaurant and spent the night at the marina.

We went home the next day. We want to go back to the Bay.



I-95 Bridge Update

There is a barge and a crane on the Occoquan near the I-95 Bridge, and it is presumed that work has or will be started on the construction of the "dual bridges (northbound / southbound lanes) parallel to the existing fixed I-95 highway dual-lane bridge." Boaters are requested to use extreme caution in transiting the area of the I-95 bridge.



NC News/Neuse Notes

Joyce Moeller

I spent a week on the boat hoping to varnish. It rained every day! All was sanded, wiped, the caprail masked off, but that's as far as I got except for pulling the tape which had alternately glued and baked itself on the hull for two days. Can't see that I will be able to do anything until fall. When it's not raining, it's too hot.

We left the marina early Saturday morning 7/1. I managed to successfully back JOYDEN out of her slip - first time I have done a reverse maneuver. We were able to raise the sails as soon as we were through the bridge and sailed for a couple of hours on a broad reach. As the day went on, the wind gradually switched to "on the nose", and we had to make 27 tacks just to get to Adams Creek where we anchored for the night. We haven't done so much pure sailing or seen so many sailboats since Lake Michigan days. Reminded us of that "Oh S—T" tee-shirt. Two schools of dolphins visited us while we were having dinner. We could hear them "talking" to each other. Didn't know they would come in so far from the ocean. Thought it would be cute to feed them and see them jump out of the water, but we didn't have any fish to throw. Cheerios just didn't do it; that must be for the birds. Watched fireworks from Oriental over the distant trees.

Sunday we spent the day tacking further down the Neuse to the South River which is north of the North River which is west of there. Follow? We putts around and upriver until we ran out of depth. No signs of civilization around; the quiet was almost disturbing.

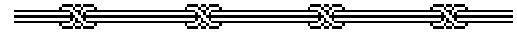
Monday we motored back to the Neuse. A sailboat whose hailing port was Raleigh decided to follow our Cleveland vessel, like he thought we knew where we were going. Sure enough, we ran aground. He was close enough that I waved him around so he wouldn't ram our stern. He went around our starboard side and also came to an abrupt stop. We put the engine in reverse and were on our way in a short time. He, on the other hand, was in the same position for as long as we could see his mast. Some people just have more trouble getting off! Glad I'm not married to one. Later I realize there was more water to our port side even though it was closer to shore. Guess I should have waved with my left hand. Oh well, there are worse things than being on somebody's "s" list. That night we anchored and watched more fireworks from Upper Broad Creek. We were in sight of New Bern but wanted to check out all the hurricane holes in the area.

Tuesday we motored back to the marina early before all the festivities started. I brought JOYDEN back into her slip, and the Captain did the jumping and line handling. It went smoothly for a first try. There was quite a celebration for a small town. They sent up the fireworks right off the end of our dock, so we had a front-row seat. It was a great weekend except for not having a group of friends like the OYC to share the fun.

We bought new bicycles a few weeks ago so we could pedal (or should I say peddle) our a—s all over town, which we did until someone ripped one off the car rack. So much for the "safe, honest, never have to worry about that" garbage in little cities.

You may use excerpts of this letter to write an article for the Daymarker, to let everyone know we are thinking of them or if you need some filler material - but I know you guys are so prudish, you'll probably leave out all the naughty parts. (Ed. Note - What naughty parts?) Speaking of the Daymarker, a few months ago someone commented on the content. I don't know what other publication they were confusing with the Daymarker, but we think it's super, as usual. We look forward to each issue and enjoy every story - funny (cruise reports) or serious (diets that include my kind of food for dinner), and the Answer Man. Keep up the good work!

Well, it's bedtime so th-th-th-that's all folks.



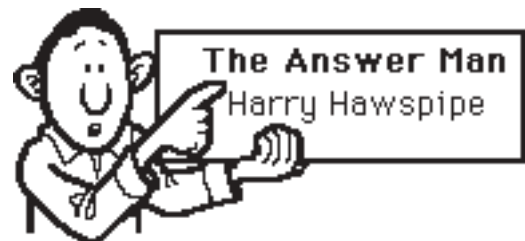
Welcome New Members

John Piper

The Board has now accomplished another of its goals - the OYC membership is now over 250, which represents the largest membership of the Club's history. Congratulations and keep up the good work.

And with that news, the OYC welcomes the following new members: Philip and Patricia Urick-Family aboard **SUN DOWN** berthed at OHM; Don and Mary Schebell-Family aboard **SOUTHERN COMFORT** berthed at Harbour Point; Jo and Jim Kent-Family aboard **CHAMPAGNE LADY** berthed at Harbour Point; Daniel Rogers-Individual aboard **SAINT JANE** berthed at Harbour Point; Paul and Nedre Fouche-Family and Jason Fouche-Junior aboard a 23' Wellcraft berthed at OHM; and, Judson and Nancy Bireley-Family aboard **HIGH FLIGHT** berthed at OHM.

August 1 represents the time of the year when we can start taking membership renewals for the 1990 season. The dues have not been increased this year, so it's still \$45 for a Family, \$35 for an Individual, \$25 for an Associate, and \$5 for Juniors under the age of 21.



Editor's note - We have received a note from Harry Hawspipe that he has run off to Bermuda with Miss B.B. of F-dock. We had certainly missed Miss B.B. but frankly we hadn't noticed that Harry was gone until we received his note. Harry did send one answer to a pressing question as follows:

Dear Harry - People are always using the head on my boat. Is there any way to install a coin slot to keep the usage down to only those with a real need? N.R.

There is a way, but I am sure that is beyond your capabilities. Why not try this: Install a good lock on the head door. Then rent the key at whatever rate you can get away with. Sounds like you're onto a real scam here!

Why is A Ship Called A She? liberated from the SUNMAN SUN serving Ripley County

A ship is called a she because there is always a great deal of bustle around her; there is usually a gang of men about. She has a waist and stays; it takes a lot of paint to keep her good looking; it is not the initial expense that breaks you, it is the upkeep; she can be all decked out; it takes an experienced man to handle her correctly; and without a man at the helm, she is absolutely uncontrollable. She shows here topside, hides her bottom and when coming into port, she always heads for the buoys. (Taken from "In Search of the Golden Madonna" by G. Lee Tippin) Next week : How to Cook a husband.

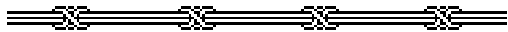
(Ed. Note – It is possible that there may be a few OYC members that do not agree with the above explanation. And it is possible that there will be a deluge of letters suggesting where this article should have been put. As a responsible journalistic newsletter, we will print any rebuttals or corrections provided that they are signed, contain words with more than four letters, not be written in crayon and do not question the parentage of editor.)



OYC Jewelry
Mer Piper



There will be jewelry in the form of charms, tie tacks, hat pins, lighters, and pierced earrings with the OYC burgee and in the form of a ship's wheel or a plain circle and in chrome or gold finish. The order has been placed and the jewelry should be available to the membership sometime in September. There have been several members sign up for their choice, and the remainder will be a general mix. I had to return the samples, so can't take any more orders until the shipment arrives.



Fan Fare
Joe Aldridge

The **HOVERING ANGEL I** has been exploring the upstream and shallow water/no-water world that boats never see. An airfan-driven air-supported craft is a must-do if you like watercraft, aircraft, and landcraft all in one. It's much like flying a helicopter at grass-top level.

A couple of months ago, I was up into Cameron Run at the WW Bridge. Some of the channel was a little tricky, and I did settle on a large rock at one point and briefly lost my "air support", but managed to manhandle the craft off of it. I continued on as far as the first vertical wall abreast of the Metrorail Yards on Eisenhower Avenue (3' vertical is too high for me to clear). Other than a crane and three kids exploring under an overpass, I had the stream all to myself. I really

enjoyed watching them watch me.

Next, the **ANGEL** crossed back over the mudflats at the mouth of the Run and skitted upriver under the Wilson Bridge for 2-3 miles, past a waterside hospital. On the way seaward, I settled down on the hospital's floating dock for a few minutes to check the charts. Out of the corner of my eye, I watched a couple of surprised fishermen watch me.

Continuing seaward, I spied and fished out a bright crimson baseball cap with a gold-braid embroidered national crest of Australia complete with kangaroo, et. al. My neighbor admired it so much I gave it to him. Hats I have in abundance; but, I'd trade them all for a crown in heaven.

Crossing back under the Wilson Bridge, I passed by the marina at the National Park and explored the backwater shallows, fields, swamps, and grassy island slopes. There I found the most beautiful Bald Eagle sitting on a branch about 12' above the water. I settled down on the surface and idled to within 35' of him and, for about seven minutes (you guessed it) watched him watch me. What a feeling! Only God could make a creature like that! Finally, unimpressed with the technology, he spread his wings and just sort of evaporated. Boy, what a time to be without a camera. That picture would have been a real treasure.

At the marina, I flew up the launch ramp onto the apron and came about to test where best to position the hovertrailer for loading. As you might expect, a small cloud of dust blew up and two ladies complained. Now I am persona non grata and was invited to launch elsewhere in the future. Well, no matter. The cliff they had me fly off to get into the water in the first place had already made up my mind about launching there. But it was worth one trip, just to explore the land-locked pools at low tide and check out the fish. One was a monster, but I'm pretty sure it was a carp. I haven't had so much fun since the termites ate our Christmas decorations.

At this writing, we are preparing to be in the 4th of July parade in Dale City, complete with some young passengers. Since the **ANGEL** looks like something out of Star Wars, it fits right into the parade theme, "Salute to Our Future Leaders". Sometime during the day, I hope to demonstrate a simulated ice rescue for the Fire Department. We'll paint a circle on the grass and p'like it's a hole in the ice.

The "Fan Fairy" is really neat (or "Fan Ferry", take your pick. These are my nicknames for her. Fairy is a contraction of "fair ones", which was an old term for angels, and ferry is equally applicable). Where there is no water, we just spend a couple of hours flying over the rolling hills and fields. Remind me to tell you about the time a friend and I flew up into the yard of a house on the Potomac and visited an elderly couple right next door to where Riggo lives (he's the guy who drives the Chevy pick-up truck).

That's it for this time. Much more and M'me Editor will be pruning the copy. Planning to explore the Mattawoman and picnic on the bank somewhere. More on that later. This is **HOVERING ANGEL I** (the strangest boat on this page). OUT . . . (somewhere.....watching.....).





Attempting to bribe the Commodore's Press Secretary with a bottle of scotch will not keep secret the fact that if **STEAL AWAY** is out of her slip, her port slip neighbor misses his slip even with the "C" Dock Hands waiting in his proper slip. (Jim W.)

Whose dog was seen abandoning ship just as her boat was pulling out of the slip? Does that mean you would rather be on the dock than out with your master? Did you get the message Ned R?

In response to an abortive sinking effort, who was seen watching others install a new bilge pump on his boat? It was good that they brought their own beer, otherwise it would have been a dry afternoon. It is also rumored that this bilge pump, when activated shoots a stream of water across the dock into his neighbor's boat. (Dale J., Oskar W., Tim ?)

In a continuing effort to take both the Commodore's Cup and the Bent Prop award, which boat had someone fall in (Robin C.) and give his bilge a lub job (Richard C.)? Who vows to return the Commodore's cup in the same condition it was received – tarnished?

Confidential to Donna W. He couldn't start the engines on Saturday because he spent the afternoon installing a bilge pump in Dale's boat. Sunday he was rained out. If he had opened the engine hatches, the ignition would have gotten wet and it never would have started anyway. And because it has been a year since they were started last, he misplaced his keys and had to wait your return to get the other set. (Will she buy this Oskar? I wrote it with a straight face.)

Confidential to the person who owes me money from the Price Club. All is forgiven, pay when you can.

Notice to all OHM members. Don't be surprised if a gaggle of people "help" you into your slip, all the while saying that the Commodore's Cup is yours if you don't touch the pilings? So far Guy F. has the cup. Dale, Steve and Ned all ran into the pilings just to take the pressure off. Ron T., you still have a chance.



Classified Ads

1981 17' Formula. 470 Mercruiser (225 CI, 170 HP), with Closed Cooling System. 175 hours on engine. Great ski boat. Seats 5. New bottom paint and barrier coat last year. Been for sale longer than the fastest boat on this page. Will trade for a totally restored 1981 Cigarette. Call Ned W. Rhodes at (703) 534-2297.

1981 35' Cigarette. Totally restored in 1988 with new paint, interior, cockpit and cabin. New TRS drives with 23" Mirage props. 450HP Mercruiser engines rebuilt in 1988. \$65,000. Carl Way - (703) 281-5725 or 255-0911. (And this is the fastest boat on this page.) Guys with black socks need not apply.