

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



The Windbreaker

April 1993 Vol. X Issue 4

Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979

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UPCOMING EVENTS

May 1

Harveys embark for Memorial Day Cruise.

June 20

OYC Board actually gets their articles in by the publishing deadline.

July 3

Tom Coldwell actually goes by OHM and does NOT perform the OYC salute.

July 4

Marcel forgets the punchline to a joke, but Ed Connor fills in.

Commodore's Comments



The OYC Board has noted with concern the disturbing coincidence in the recent avalanches in ski resorts out west when and where little Neddy Rhodes and mums and daddums did the ski trip. Don't suppose they tried to drop-kick the little creep down a mountainside?

OYC members at Woodbridge Marina report a decision is near on this year's name for the marina, expected just as soon as they can figure out who is this year's owner.

Sandy Leathers almost won a Tarzan-of-the-Apes yelling contest recently, but he was disqualified when he dozed off mid-yell.

Al and Janis Hobson almost or already have sold *Lucky Ducks*. Janis works for DOD and with all the talk of downsizing in Defense, we hear the Hobsons have an inside track on a destroyer. Then we heard they were going to buy a President, but there are those who claim someone beat them to it.

Marcel and Pam Beaulieu, when they're not fighting over how to pronounce their last name, are collaborating on publishing Marcel's bawdy jokes. They're planning a

17-volume set, and that's just a one-day supply. Pam's role in this is not clear, unless she is market-testing the jokes or, as OYC Treasurer, she is putting up the money.

Marty and Rosie Betts are moving aboard *Slo Coasta* so they can spend full time tuning up for the coming speed trials with John and Mer Piper in *Dunmoen* and John and Sue Harvey in *My Tyme*. To time the race, the judges are laying in a supply of 1994 calendars.

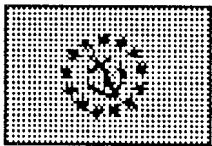
Frank and Ursula Schwartz (Ursula is named after their boat, *Ursula*) have moved from Woodbridge Marina to Occoquan Harbour Marina because their boat floats lower in the water at high tide than it does at low tide. Or something like that. Wait. It's that they wanted a floating doctor. Frank is really a sage. He told us once to never go to a doctor whose plants have died.

This year Walt Cheatham's RPM index is up .05 percent, a further sign of the improving economy. When you ask Walt to sign up for a cruise, he says "Ask Susan," and when you ask Susan, she says "Ask Walt." Which is why their children voted for sex education in the schools.

Steve and Paul Wexler are experts at pitching pigs, or whatever that crazy new game is called. They honed their skills last Labor Day at Point Lookout. They and everybody else were rained out shut-ins. There was so much rain on the

docks, people gargled when they talked. Conventional, unimaginative people just read or quarreled or swilled wine. Wexlers pitched pigs. They're so good now, we hear they are going on to the Olympic Games.

Stan Mawyer is our new Fleet Captain at Hoffmasters. This is yet another breakthrough infiltration that will go a long way in letting them there folks know that the rest of us are here. Go for it, Stan and Leslie (Leslie says they'll bring in 10 new members by year's end, all who will wear fur coats to the Hardy Souls Cruise). Nice people at Hoffmasters, for sure. And rich? Listen, one big-boat doodah tried to hire *Dunmoen* for a tender, but Mer can't stand heights.



Vice Commodore's Comments

Tilmons Buy Back Southern Nites

After waiting for Ned and Arleen to get everything fixed onboard, Ron and Jeannie Tilmon decided to exercise the buy-back option for their old boat. Unlike the previous owners, they decided to change the name to *Ned's Old Boat*. The problem with the name is that no one would know which boat you were talking about, so they decided to try *Ron's Old Boat*, even though Ned had owned it longer than Ron. It is reported that Walt Cheatham is mad, since he has wanted to buy the boat for the last 5 years. Jeannie's first meal on board? Why, burnt sausage, of course.

Commodore Coldwell Buys a Sailbote

Frustrated with the windy weather all last year, Commodore Tom has purchased a new Marionette sailbote. "I just got tired of having to stay in the slip due to high wind, so we decided to get something that could take it," Tom is reported to say. Also, now he doesn't have to worry about low tides anymore as he can always shinny down the mast to get to the cabin.

Steve Worcester Apologizes

Well, actually, he didn't, his wife did for him. She stood up on a park bench and apologized, in a loud voice, for all the things that Steve had done the night before. Steve could do nothing except hang his head and shoos his wife.

Man Buys New Hat

The *Windbreaker* has learned that Ned Rhodes will be replacing his USCGC *Bear* hat this year. "You know, after five years, these things just seem to fade and wear out." (Ed. Note: Geeze, tell us something we don't already know. That thing was worn out four years ago.) Mr. Rhodes is reportedly looking around for a new cap that symbolizes his flamboyant lifestyle. (Ed. Note: Yeah, right!) "Carl Way seems to have a similar taste in hats, but he won't part with any of the really good ones. Maybe I will get another ball cap with our boat name on it."

Man Calls Mother

We are happy to report that Steve W. has called his mother sometime within the past six months. His mother is reported as saying "We don't mind when he calls collect. We are just happy to hear from him even if he only calls to have us send those lard potato chips." You do a Mother proud, Steve!



Exec. Rear Commodore Comments

Yarnell Plans Expansion

OYC Past Commodore Dave Yarnell has plans to expand his company. As owner/general manager of "Handsome Transom," a computer graphics and boat lettering business, Dave is forming a subsidiary specializing in nautical tattoos on feminine sterns. The new operation, located on Lusty Lover Lane, will be called "Luscious Tushes."

Martin Gits Fit

Lynn Martin has embarked on her annual fitness regimen, motivated by her intense desire to win the OYC 1993 Wet T-Shirt contest. Her job as a government contracts officer leaves her plenty of free time to pursue this objective. Lynn says her goal is to become a real "hard body." Some beltway contractors were heard to remark that parts of her had got there already.

Pollution in the Occoquan

EPA investigators are attempting to identify the source of suspected pollution in the lower Occoquan River. The noxious substance appears as a white-ish, dough-like substance that is usually seen in clusters of thumb sized pieces. While refusing to make more specific comment, investigators have narrowed possible sources to either a trawler where two suspicious looking persons have been seen frequently, or a missing Wonder Bread truck believed lost in Hooes Run. Environmentalist groups say the pollution is causing a serious obesity problem among the river's waterfowl. One such group has retained the noted Washington law firm, Ferrante and Sons, to initiate legal redress when the culprits are found.

Marina Is Moving

It's true, the OHM is moving. The U.S. Geologic Survey confirms that OHM is moving east toward the Potomac River at the approximate rate of 1/4 inch per decade. This movement, akin to traveling by sailboat, is caused by tectonic plate action in the earth's surface and the black bean chili Arleen makes for Ned. Marina manager Richard Lynn states there is no cause for alarm at the present time but he cautions slipholders on G dock to have more fenders available as the docks move closer to the gravel barges.

Way Sells Out

Carl Way, local entrepreneur, has put his 39' Sea Ray on the market in order to launch a new venture—a floating mammogram clinic. This clinic will ply the waters of North Carolina, making beach calls at the many waterfront resorts. When asked how he came to find this opportunity, Way made the following statement: "I keep abreast of trends and I noticed a lot of potential business on the beaches down there. I'm the kind of guy that looks for two opportunities in every client. Besides, this is a health issue that strikes to the very bosom of our society and I think I have a real feel for the problem. My idea is to take very much a hands-on approach." Way became a board certified boobologist as part of this initiative and is currently looking for investors with risk capital. While he makes no guarantee as to quick returns, he asserts that this opportunity is certainly no bust.

A Winter's Tale

A couple of weekends ago, cabin fever stabbed me in the heart so I braved the elements for a trip down to the marina store for a dose of boat talk. Thought maybe that would help heal the wound. It was gray and blustery out and though the gulls had stayed home, a few of the old boys were hanging out there. The Commodore, Ned and Capt. Howie were swapping lies and gripes about the usual propwash when Ned asked the Commodore if he'd solved his problem yet.

Seems the Commodore ain't quite as nimble as he used to be and had a little trouble from time to time getting on and off his flybridge. Ned said he had a solution, he said the Commodore should install a winch on the radar arch, hook the line to the seat of his pants, and hoist his hind end up the ladder. Sounded like a pretty good idea to all of us till Capt. Howie pointed out the Commodore don't have a radar arch. The Capt. said the best thing the Commodore could do was get a one-story boat, something without a flybridge. As he said, "If you can't get up no more, you might as well not have it."

Well, the Commodore got a little testy about that and opined as how he thought Capt. Howie was a man of strong opinion and weak mind. He pointed out that the Capt. had had his own problems, like hadn't he run his go-fast boat in the mud off Sting Ray Point a few years back, and wasn't he still mum about what he and Mrs. Howie had been doing at the time. Capt. Howie shot back that what he and Mrs. Howie had been doing was nobody's damned business but theirs and his mind was every bit as strong as the Commodore's.

Ned spoke up here and told the Capt. that wasn't nothing to brag about. He also reminded the Capt. that it had been his idea to raise the roof over the Capt's boat lift so the Capt. didn't have to worry about lowering the antennas. I pointed out that the Capt. keeps selling boats to people who bring them back broke and the Capt. keeps fixing them. I also reminded him of the poker game down to Dennis Point a year or so ago where we had him convinced that KOTEX was a radio station in Dallas.

Well, the Capt. huffed a bit and suggested that maybe none of our parents had been married but Ned mollified him

after a while by telling him that Ned's sister had written and asked to be remembered to the Capt., who she referred to for some reason as the "Nordic God." The Commodore snorted at that and guessed that she wasn't getting enough of that thin Colorado mountain air. Ned said that since his brother-in-law lived in a town fifty miles away from his sister, he wasn't sure that lack of air was the problem.

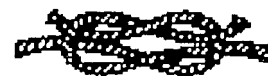
I remarked as how I thought his sister was a pretty nice girl since she kissed me last fall during the Hardy Souls cruise. Ned said not to take it to heart, but after a couple of beers she'd kiss a toad. The Commodore said it sounded like she had. I didn't like the tone of that remark so much, so I reminded the Commodore that while many of us had actually gone on that cruise, he had been unable to attend due to a hang nail or some such feeble excuse. Capt. Howie agreed that feeble was the right word to use for a fellow who couldn't get up his own flybridge.

At that, the Commodore made a rude gesture and commented on the Capt's poor balance which contributed to his penchant for regularly falling off his boat. The Capt. responded that was caused by a serious inner ear problem which was no joking matter, and since he wasn't one of these retired military bloodsuckers he didn't get no penchant. The Commodore said that just because people told the Capt. to stick it in his ear all the time, it didn't mean he was supposed to do it, and if he quit, the inner ear problem would probably clear up and he wouldn't fall off the boat so damned much.

As you can imagine, by now the Capt. was H-O-T hot and he averred as how he thought the Commodore was the result of aberrant behavior on the part of his mother. Well this really raised the fuzz on the Commodore's neck. I ain't seen nobody that mad since the time old Petey said you could calculate his wife's age by counting the fat rings around her hips. Mrs. Petey was purely peeved, I guar-roan-tee!

At this point, ever the peacemaker, Ned piped up that the subject of motherhood shouldn't be treated with disrespect, and went on to tell about some low-life scum he knew that never called or wrote to his aged mother, and we all agreed that was pretty rotten behavior. I asked Ned if he was going down to the Carolinas to visit his parents anytime soon and suggested that a copy of that oil painting his folks have in their living room would look mighty good on that blank wall above his couch. He said it was a fine idea but he'd just bought a mirror to put on that wall and he really liked what he saw there better. I told him if he put the picture opposite the mirror it would look like he was in the picture when he looked in the mirror. Even better, I said if he stood in the middle he'd have stereo mommy. Ned looked me straight in the eye and said "I hate this club." I said "Marviloso."

It was starting to get dark outside by now and Dick hung the CLOSED sign on the door, suggesting we buy something or go home. Always one to get the last word in, Ned said he guessed he go home cause he'd just been to Boat U.S. With that, we got hustled outta there and sent on our way but I got to tell you my cabin fever was cured. It had been a hell of a fine day and it happened just like I told it. It's as true as Jeanie burnt the sausage.



Coast Guard Issues New Specifications

The Coast Guard will release on April first the long awaited federal specifications for marine sanitation hose. The new specifications have been the subject of a long and sometimes acrimonious debate between environmentalists and boat manufacturers. The initial draft of the specifications was prepared by a panel of volunteers representing both communities. However, their differing agendas soon made it abundantly clear that the Government would have to assume a leadership role if any progress was expected. Congress appointed a blue ribbon panel of experts who were available since finishing work on legislation for the users fee and ten percent luxury tax. This panel successfully completed its task in just under a year and their recommendations were made to the Coast Guard, which adopted them without change. The Commandant of the Coast Guard said the specifications reach the lowest common denominator thus they should not offend advocates from either side of the issue.

UNITED STATES COAST GUARD
5th District
Washington, DC
1 April 1993

Sanitation Hose Specification SHS-CG-5440ORFITE

The provisions of this specification apply to all marine sanitation hose employed with marine sanitation devices. Manufacturers shall comply with these specifications when supplying marine sanitation hose for new construction, repair or replacement of preexisting installations.

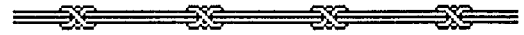
Vessel manufacturers, repair, or maintenance activities shall insure the marine sanitation hose used in all endeavors comply with these specifications whether the work is part of a new installation, repair, or modification of such facilities.

To wit:

- All hose is to be made of a long hole, surrounded by rubbery stuff centered around the hole.
- All hose is to be hollow throughout its entire length.
- All hose is to be made of the highest quality rubbery or flexible plastic stuff.
- All leak-proof hose must be leak-proof.
- Outside diameter of all hose must exceed the inside diameter otherwise the hole will be on the outside of the hose.
- All hose is to be supplied with nothing in the hole so stuff can be put in at a later date.
- All hose is to be delivered by the manufacturer without

scuffs, abrasions, or cuts so this can be more readily applied by the installer.

- All hose over fifty feet in length must have the words "Long Hose" clearly marked on both ends so the installer will know it is long hose.
- All hose over one hundred feet in length must have these words marked in the middle of the hose so the installer will not have to walk the full length of the hose to determine whether or not it is long hose.
- All hose over two and one half inches in diameter must be clearly marked with the words "Wide Hose" on either end so the installer will not mistake it for long hose.



In Praise of Duct Tape: When the Going Gets Tough, the Tough Get Duct Tape Seaworthy, October 1992

When John Lee peered out the port of his 41' sailboat moored in Massachusetts' Cuttyhunk Harbor, it was instantly apparent that the larger sailboats, like his, were getting the worst of the storm's ferocious winds. John watched a 40' sailboat chafe through its mooring line and get slammed violently onto the rocks. A short time later, he saw a red sailboat chafe through two of its five mooring lines and come within 50' of the anti-surge line on his stern. Fearing that the red boat might break loose (it did later), he cast off his boat's anti-surge line.

Without the line to anchor the stern, his boat began sailing back and forth on its two bow lines. On each swing, he noticed the windward 5/8" mooring line stretch to half its normal diameter. The line was being cut as it surged through the chock and he estimated the two lines would last another 10-15 minutes.

Moving the anchor lines from the mast to the forward cleat reduced stretching, but the rubber chafe guards were now shredded and useless. John tried wrapping rags around the lines, but they kept coming off. He said he briefly contemplated donning his lifejacket and jumping overboard, but then, when all else had failed and his situation seemed hopeless, John remembered the duct tape.

After fumbling through several drawers down below, John climbed back on deck and frantically began wrapping the sticky gray tape around the frayed lines. The boat surged. The tape held. John's boat was saved.

Since it was developed by the military in the late 1930s to seal ammunition boxes, duct tape has found its way out of the trenches and into tool boxes. Millions of tool boxes. The curious thing is that duct tape has never gotten the respect it deserves, not on boats anyway. Duct tape has become synonymous with a "quick fix," an approach that may be acceptable to the average Saturday morning handyman but is abhorrent to any self-respecting skipper. A quick perusal of several books in the BOAT/U.S. library revealed there was not one boating expert willing to stick his neck out and

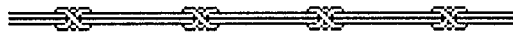
recommend carrying duct tape aboard. Not one.

But in an emergency, when a "quick fix" is needed most, duct tape can come flying out of the toolbox like Rodney Dangerfield in a cape and leotards. Dr. Oliver Williamson used duct tape to temporarily patch holes in his boat's battered hull so that it could be refloated on the first high tide after Hurricane Hugo. While the Doctor was patching the hull, the BOAT/U.S. Marine Insurance Hurricane Catastrophe Team worked frantically to clear a channel back to open water. Thanks to the duct tape, the boat was refloated on the next tide and no further damage was done to the engine or interior.

A member's boat en route to Bermuda began leaking badly after a pin in the centerboard came loose. The boat was saved by wrapping duct tape around the centerboard trunk. It should be noted that this member is a handyman's handyman, with years of offshore experience and every conceivable tool (and plenty of backups) aboard his 51' sailboat.

Duct tape has even found its way into the medicine cabinet. Another story involved a crewmember's broken arm that was set temporarily with cardboard splints and duct tape. (Ever wonder how many medical books mention duct tape?)

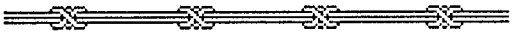
But let's not get carried away. Can duct tape be relied on to save the day in any emergency? Of course not. Duct tape is but a faint glimmer of hope at the bottom of the tool box; when all else fails try duct tape. Or maybe a few squirts of WD-40.



For Sale

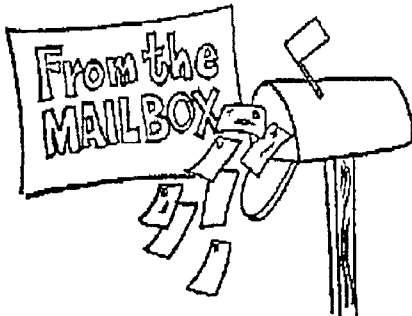
1987 31' Formula, *Marker*. Wife wants to sell so we can get a slow dumpy boat so that we can entertain. All options, goes fast. Full warranty, will service anytime, anyplace for as long as you want. Call the Old Howard.

19?? 28' Regal, *QBIII*. Wife wants to sell so we can get a bigger boat with empty Halon protection system so that we can entertain. Boat slightly used. Slight hole in bow and may need some electrical work under the dash. Call Dick Kelly.



Letters to the Editor

We have a few letters to the editor this month. As always, we are happy to hear from our readership, since this is the only way that we know that people have actually read this publication. No one shows up at any of the events, but they do love to write letters. Go figure.



Dear Editor:

We moved to Pennsylvania to get away from the Occoquan Yacht Club and they keep following us around. We sold our boat because we were tired of having so much fun, and it keeps following us around (in pieces). We are happy here in Pennsylvania. We have a wonderful and fulfilling life. Please don't come and visit us. We don't like to laugh and cry simultaneously and we would like to be able to go into a store or restaurant without people laughing and pointing at us. Ron and Jean Tilmon

Dear Editor:

Hey, isn't it about time that we stop hearing about this so called "Nordic God?" I mean, just who does this guy think he is? I am from Minnesota and I have real Nordic blood, so I can be called a Nordic God. This imposter may be able to talk the talk, but I don't think he can walk the walk. From what I hear, he is really two guys and everyone really likes the old one. How can you play golf and be a Nordic God? Ron Thoreson (Sallie's Nordic God)

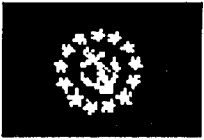
Dear Editor:

First off, let me tell all our treasured friends that we are still alive and still married. We wanted to finally break our years of silence and publically thank Steve Worcester for getting us out of boating. Steve pointed out how much boating really cost and how much better off we would be putting that money into our retirement account so we could retire early and buy a boat to live on. Steve, we thank you. Since leaving the boating community, we have spent our time watching those "How to buy real estate for a dollar" shows on late night TV, and we have parlayed that one dollar into a tidy nest egg. In fact we will be able to retire next year and if your boat is still for sale, we would like to buy it from you just to show you our appreciation. Steve, you are a wonderful friend! Dale and Rita Jacobs

Dear Editor:

Our family is tired of being the butt of all these jokes. Yes we go skiing every year, but I have thrown out all my neon colors so it is ok. The guy you want to be writing about is my friend Alan (Say No To Dayglow) Rudd. And stop calling my daughter "Little Carl." I have never known her to be tense or in anyway act the way that I do. And just stop referring to falling face down in the snow as "doing a Rick." Sure, it looks like him, but he is a sensitive guy. These vicious slams have become too much and if they don't stop, we will be forced to sell our boat and buy a marina. And let me close by saying that anything written about the ski trip is false, especially anything about cannonballs in the hot tub, anything about skiing over a cliff, and anything about grooming reports and which hill is so easy that you have to walk part of the way. Carl and Janeal Way





Commodore's Comments

Tom Coldwell

All right, stop rolling in the aisles or calling your lawyer after reading the Windbreaker. There's even more fun ahead. Now here's the real deal:

Flag Raising and Dock Party, May 1

You are cordially invited and respectfully urged to attend Occoquan Yacht Club's 10th annual flag raising, Saturday noon, May 1, at OHM, followed by a combined dock party for OYC members and for OHM slipholders. The flag raising, including a breath-taking National Anthem and OYC Gunnery Officer John Piper's firing of the cannon, will open OYC's tenth year of service to its members.

Follow the ceremony, at 12:30 p.m., Occoquan Harbour Marinameister Dickie Lynn will serve up the main dish and provide beverages, ice and other accessories.

Bring a Covered Dish (In Addition to the First Mate)

Our job, gang, is to bring covered dishes — a casserole, veggies, salad or dessert. Let's have a good turnout for this one, folks, to have ourselves a good time and show our OYC flag, so to speak, and say thanks to Dickie Lynn by cleaning out his pantry. Who knows, we might persuade some of those non-members at OHM to join our sterling group.

Courtesy Marine Exams Set

Preceding the flag raising, USCG Auxiliary officers will perform Courtesy Marine Examinations at OHM and at Woodbridge Marina from 10:00 a.m. until the start of the ceremony. Coast Guard Auxiliary Flotilla 14-4 representatives will be easy to spot in the OHM area wearing their distinctive blue uniforms. Ask them to inspect your boat and get your boating season off to a good, safe start. Boat inspections will continue until noon and resume if needed after the flag raising.

Tom Tokash, a U. S. Coast Guard Auxiliary officer and the dockmaster at Woodbridge Marina, will also be available at his marina to conduct CMEs. If your boat lives elsewhere, the CME inspectors at the flag raising will be happy to set up an inspection for you.

CMEs are free and you get a nifty sticker to stick on your boat, attesting to your safety savvy.

Following the official doin's, chowing down and cleaning up, many of our number will no doubt get underway for impromptu raft-ups and/or overnight anchorages in Mattawoman Creek or Sandy Point.

Your Club Needs Your Support

From a yacht club perspective, this is an important event, one in which participants renew their identity as boaters who are organized and committed to safety, fun and *esprit de cluberino*. For the OYC Board, it's a chance to see whether club members care about efforts made on their behalf. If you think it's a long winter not boating, it's even longer for the Board, having to sustain a club program with the few hardy souls around.

Many club members do not participate in club activities ashore; their lack of participation gives the impression, mistaken or not, that they are in the club primarily for whatever boating activities can be arranged for them by someone else. The folks who show up for the October general meeting, the change of command banquet, the January planning meeting, the land cruise to Cobb — these are the club's hardy souls. I am sure there are more out there, so the Board and I would like to see more hardy souls at just one more shoreside

activity for this long off-season, the flag raising on May 1. It's our 10th anniversary hoisting, and there's free food yet, such a deal.

"Float-In" A Success

There was a nice turnout — 65 folks, large and small, OYC family, guests and representatives from at least three other PRYCA clubs — for the March 20 "float-in" at the U.S. Navy Memorial's Visitors Center. The Center staff helped out immensely and shared some wine, sodas, coffee, a delicious cheese dip, and crackers. Everyone seemed to enjoy the film "At Sea," further validating the insightful review a couple month's back by this newsletter editor's brilliant and long-suffering sister. And we raised \$65 for OYC.

We Skipped the March General Meeting

The "float-in" was an able and, under our financial circumstances during schedule planning earlier this year, practical substitute for the March general meeting of former years at Fairfax Yacht Club; we mingled and munched, and we mused upon the coming season. Cruise coordinators Janis Hobson and Tom Egmore posted sign-up sheets for their respective cruises to Alexandria, April 24, and Memorial Day weekend to White Point Marina on the Yeocomico. I wouldn't propose abandoning the March general meeting/potluck format, but a little variety never hurts.

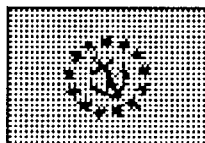
Cruise Schedule Opens April 24

This month brings our first cruise, April 24, an early bird cruise to Alexandria. Hey, did you see this OYC event mentioned in the April Chesapeake Bay Magazine? This cruise is a spinoff from past years' Cherry Blossom cruises, which from my limited recall never occurred when there were *actually* any cherry blossoms in bloom.

Cherry blossoms are notoriously cantankerous, particularly avoiding formalized observances of their arrival, i.e., Cherry Blossom Week in the nation's capital, where more often than not the only things that come out are debutantes from 50 states. (Hmm, I have a mental picture here.) Anyhow, the board selected the later and more temperate (we hope) weekend of April 24 for our first outing afloat. We also hope that the flotsam and jetsam of early April showers will have cleansed themselves by then from the Old Po'.

Sign Up By Phone

Okay, right now read one more article, the one in here about this cruise. Then get on the phone to cruise coordinator Janis Hobson, 642-5022 (Annandale), to put your name and boat on the line. It will be fun, the Board has decreed. Think of all the great places to eat in Alexandria, the historic plaques saying "Steve Worcester slept here," and think how good your boat will look in its City Dock slip as bazillions of landlubbers walk and gawk, admiring YOUR boat and its fabulously swell crew. Call Janis, now, heah?



Vice Commodore's Comments

Allen Herskowitz

The premiere cruising event of this season will be the week-long trip to the Chesapeake Bay. By popular request, this year's event will explore north of the Potomac. The flotilla will depart Occoquan on Saturday, July 31 and return on Sunday, August 8. We are still wrapping up the details, but we are constructing a float plan as roughly outlined below.

Saturday, July 31: Depart Occoquan for a destination to be determined south of the 301 Bridge. Possibilities for this first night out include Cobb Island, Colonial Beach, Ragged Point or Tall Timbers. The plan calls for all to collect for cocktails and munchies (I don't know how to spell hours devouires) before dinner.

Sunday, August 1: Cruise to Solomons Island (less than 50

miles). For those who arrive early, the marine museum in Solomons has been constantly improved over the past three years and is absolutely great for a few hours' afternoon diversion. Swimming, sunbathing, boat cleaning and beer are always appropriate. Exploring the creeks at Solomons is interesting, and a side trip to St. Leonard's Creek is possible. A cookout would seem in order this evening, if we get slips at Spring Cove. Some of the landing party might like to organize a moonlight cruise to one of the "downtown" restaurants with a dock (like the Lighthouse).

Monday, August 2: Cruise to the Annapolis area (less than 50 miles)—just imagine the possibilities! Lots of location and marina choices. We will select something nice, you can be sure. Take a side trip up the South River, travel up the Severn to Round Bay, or just spend the day in and around Annapolis.

Tuesday, August 3: Off to Baltimore's Inner Harbor—just 25 miles. Aquarium, shops, restaurants. A good marina. Side trips are possible along the way.

Wednesday, August 4: Another 25-mile cruise across the Bay to Rock Hall. Never been there myself but it gets very good reviews from cruising buddies from the Annapolis area.

Thursday, August 5: 30 miles to St. Michael's by way of the Narrows or 50 miles via the Chesapeake and Eastern Bay. Museum, CRABS, beer, beauty, fun!

Friday, August 6: 45 miles back across the Bay to Herrington Harbor. Time for another round of crackers 'n stuff.

Saturday, August 7: To a secluded Potomac destination—Yeocomico, Ragged Point, Dennis Point—or, if weather and dispositions permit, perhaps a raft-up at St. Clements.

Saturday, August 8: Home.

This is all very preliminary. Please let one of your club officers know if you would like us to consider some other destinations or an alternative time scale (like departing on Friday night or getting closer to home on the last Saturday night.)

We are also looking for one or more cruise coordinators for this jaunt—please let us hear from you if you will be willing to coordinate the itinerary and/or the "social" events during the cruise.



Secretary's Comments

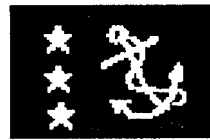
Janis Hobson

The first day of spring is behind us (and we sure can't tell by the temperature), and everyone is anxious for the opening of boating season. While many of our members have been hibernating, some of us have enjoyed the winter outings to Cobb Island and the Navy Memorial. If you're one who is waiting for the first "on-board" outing—then see the sign up for the Early Bird Cruise. We'll be motoring up to Old Town Alexandria for the first official on-water event this season. Space is limited, so be sure and sign-up by April 7.

The Good News is that OYC membership is slowly rising. Total membership is still down considerably from last year, but we are seeing more renewals and even some new members. If you know someone who would like to join, give them the membership information on the back of the Daymarker.

The OYC Board is deep into planning for the May Flag Raising and Breakfast/Swap Meet events set for early May. Both events promise to be bigger and better than ever and we'd love to see a large turnout from ALL of our members.

Here's looking forward to a fun-filled season on the water. The weather will turn warm sometime, won't it?



Past Commodore's Comments

David Yarnell

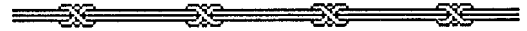
Hey B-b-b-boaters! The spring th-th-thaw is finally here...at least they are calling it spring! And that's the time of year I start fantasizing about what kind of nautical artifacts you have been coveting for display and sale at

The Second Annual
Sizzling Breakfast Cookout
and Nautical Swap-Meet Flea Market
Woodbridge Marina Parking Lot
May 15, 1993
8:30AM till we're done!

This year's event is sanctioned as "a PRYCA event" with all the camaraderie that goes along with an invitational river-wide yacht club happening! We have also broadened the scope to include space rentals to "other interested parties" that have something of interest to boaters. This event is a PRYCA-OYC fundraiser intended to "beef up" the club's coffers!

Breakfast with all the trimmings...\$4.50
Trading space for individuals...\$15.00 Donation
Trading space for commercial entities...\$50.00 Donation

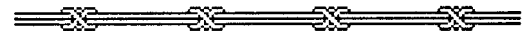
We have also set the date a little later in the year in hopes of better weather and a larger turnout—hope to see you there!



Early Bird Cruise

Al and Jan Hobson

New to this year's schedule is the Early Bird Cruise on the weekend of April 24-25. Open the boating season with a cruise to Old Town Alexandria. Slips have been reserved at the City Dock for 15 boats—first come, first served. The slips have been reserved for Saturday through Sunday, but anyone wishing to arrive Friday night may be accommodated. If you're interested, please complete the sign-up sheet in this issue of the Daymarker and mail it to us by April 7. Hope to see you there!



Memorial Day Cruise

Tom Egmore

Mark your calendars now for a fantastic, relaxing weekend at White Point Marina on the Yeocomico River, Kinsale, Va., May 29-31. The marina offers a swimming pool, gas barbecue grills, a tennis court, and a good bike riding area. Although there is no restaurant on the premises, they are just a short distance from The Moorings Restaurant at Yeocomico Marina where we stayed last Memorial Day. White Point will work with us on transportation to the restaurant.

On Saturday evening, we have planned a happy hour—bring your beverages plus your favorite hors d'oeuvre.

We have reserved slips for two nights, Saturday, May 29 and Sunday, May 30. There should be slips available should you arrive Friday. Ten boats have already signed up. To get your name on the list, call me as soon as possible at 703/256-8442.

The cost is \$.75/foot plus \$4 per electrical hookup. There is a \$25 deposit due May 1. Make your checks payable to White Point Marina and send to me by May 1 at: 7499 Covert Wood Court, Annandale, VA 22003.

**Early Bird Cruise
April 24-25
Old Town Alexandria**

Name: _____

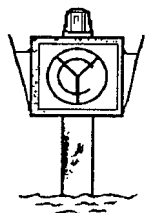
Address: _____

Phone No: _____

Boat Name: _____ Power Requirments: _____

Arrival and # days: _____

**Mail to Al and Jan Hobson, 4813 Columbia Road,
Annandale, VA 22003 or call (703) 642-5022.
ABSOLUTELY NO LATER THAN APRIL 7, 1993**



The Daymarker

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

Address Correction Requested