

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

The Daymarker

September 1995 Vol. XIII Issue 9

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

JF

Commodore
Sandy Leathers
703-620-4966

Vice Commodore
Tom Egmore
703-256-8442

Rear Commodore
Richard Ziegler
703-590-4630

Secretary
Teresa Sorrenti
703-590-6724

Treasurer
Steve Wexler
703-437-0687



Commodore's Comments

Sandy Leathers

The Week-Long Cruise July 29th through August 7th proved to be the consummate OYC event of the year. Sixteen boats participated (largest group in OYC history) in the week-long cruise to the mid-Chesapeake Bay (Dennis Point Marina, Somers Cove at Crisfield, Mears Yacht Haven at Oxford, St. Michael's Harbor Marina and Spring Cove Marina at Solomons Island). Many thanks go to the cruise coordinator, VC Tom Egmore and his 1st and 2nd mates, Barbara and Sara, for their hard work and time making advance reservations, coordinating arrival and departure schedules, assisting marinas with slip accommodations, making dinner reservations, and "happy hour" plans, assisting fellow OYC boaters with problems and generally keeping everyone informed. All of us who made this week-long thank you, Tom and Barb, for your hard work. Others who participated in the week-long will have stories to tell in detail, and Ned Rhodes will provide the traditional week-long "People's Choice Awards" for 1995.

As a personal note, I have looked forward to cruising the Bay with OYC on a week-long as long as I have been a member. It was everything I had heard and read in the Daymarker and more—I am a more knowledgeable boater both from the experience of cruising the Bay and from the help

offered by other more experienced OYC member boaters. I can't express how fabulous an experience this cruise was for me and how thankful I am to have cruised with such a great and helpful group of people. There is no better boating anywhere or a better group to cruise with!

Coming up...

September 16th and 17th—The second annual PRYCA End of Summer Party at Tantallon Yacht Club. Reservation deadline for this cruise was August 17th through Teresa Sorrenti. If you wish to attend this super outing, I would suggest you call Teresa as a back up to anyone who might have to cancel. There will be food, music, dancing, games, and wine tasting—what else could you want? See you there!!

September 23rd—The annual OYC Shrimp Feast/Bonfire/Raft-up at Mattawoman Creek. PC Aaron Martin (703-491-1287) is the coordinator of this raft-up and provides additional details in this issue of the Daymarker. You have never enjoyed shrimp as you will at the sandy dunes of Mattawoman, a few wet steps from your boat. Enjoy the bonfire, toast marshmallows, sip your favorite drink

and join friends telling stories and jokes. See you there!

September 30th—The OYC Potluck Party and General Membership Meeting and Election of Officers will take place at Fairfax Yacht Club beginning at 6:00PM, with dinner about 6:30PM. Bring an hors d'oeuvre, hot covered dish or dessert to share with others. The club will provide soda, beer and ice. There will be a short business meeting with comments from

“The
consummate
OYC event
of the year”

nominees for the 1996 OYC Board, and then voting. The nominees are:

Commodore:	Tom Egmore
Vice Comm.:	Steve Wexler
Exec. Rear Comm.:	Teresa Sorrenti
Secretary:	Walt Cheatham
Treasurer:	Dave Moore

If you are unable to attend this meeting, please vote by absentee ballot contained in this [Daymarker](#). This is not as good as a cruise; but at least there are no by-law changes on the agenda.

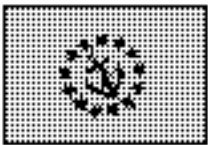
Note: The Door Prize will be a **FREE 1996 OYC (Family) Membership!**

October 7, 8 & 9—Columbus Day Cruise. This is a 3-day weekend now for most members of OYC, so it has become an annual cruise to a local marina. This year PC Ray Steele (703-385-8615) is cruise coordinator, assisted by Herb Saunders. See additional information in Ray's article in this issue of the [Daymarker](#). What a great deal! I'm sure many OYC members will want to visit the new Aquia Bay Marina at the mouth of Aquia Creek. See you there!

Final notes...

It's a girl! Yes, Bev and Scott Shortnacy (M/V *Sun Club*) have a new 7 lb. baby girl born August 1st. Her name is Jordan Paige. Congratulations!

OYC has really had a busy schedule of cruises and events this year. Maybe some of your shirts, hats or burgees are a little worn. Al Hobson, Quartermaster, will be at our fall events with a full supply of OYC apparel for sale. I know you don't want to hear this, but they also make great surprise Christmas gifts. See you soon!



Vice Commodore's Comments

Tom Egmore

The Week-long Cruise was everything I had hoped it would be and more. You who were not fortunate enough to go along did not get a chance to see my four-page "Summer Odyssey '95" trip plan and cruising guide. Among other things, I had a section of suggested things to do during the day between morning coffee hour and evening cocktail hour. In an attempt to interject a little humor I suggested one activity might be to "do something stupid to get in the [Daymarker](#)." I figured that, as usual, someone would do something unwittingly that was really dumb, do it in front of everyone or at least have Ned find out about it, and end up being exposed to all the Club members via the [Daymarker](#). Well, you won't believe this: five people, yes one-third of the fleet's captains, took me seriously and did something stupid! I don't know if the excitement of a week's cruise on the Bay made them wacky or what. It was as if they were actually competing with each other to see who could out-do the last guy—you know, Tweedle Dumb followed by Tweedle Dumber.

It all happened during the first two days. First *Saint 'n Sinner* relies on ex-Commodore (now landlubber) Ron Tilmon to act as his spotlight guiding him into Dennis Point Marina in the dark. Ron hanging out the window with a flash light might work when searching the back streets of Philadelphia

for a late-night pizza shop, but hanging over the bow with a flashlight did not work on Carthagea Creek looking for the channel off Dennis Point's gas dock. A hundred yards out he directs *Saint 'n Sinner* aground. Ron said something about "I know I've been away from boating for a while but I remember 'Right Turn on Red' or something like that." No Ron, it's RED RIGHT RETURN!

Not to be outdone, Ned, not far behind, enters the St. Mary's River, turns to port into St. George's Creek, and immediately disappears into the Twilight Zone (or was it the Bermuda Triangle?). Thinking he is in Carthagea Creek (the second creek upriver), *Impulse* spends the next hour hopelessly lost. VHF channel 68 is alive with every local within 25 miles of the mouth of the Potomac River trying to figure out where Ned is. Naturally, in the Bermuda Triangle things look different than they really are and your instruments go hay-wire. That explains why Ned's description of the St. Inigoes Coast Guard Station just off his starboard bow was really the St. George's Creek Merchant Marine and Seaman's College. It might also explain why all the Lat. and Long. coordinates he was broadcasting as his present position were located in the Southern Hemisphere somewhere in the South Pacific. Finally, after a long search Dennis Point Marina's towboat locates *Impulse* and guides them into the marina. At least he had someone to show him the correct side of the green channel marker to pass.

All this because Steve and Ned thought they would get the jump on the rest of us by starting the trip on Friday night. It still counts, Ned. As you once told me "as soon as you get to the marina, anything you do is [Daymarker](#) news." And to think they were going to try and keep this all a secret by not saying anything! Well, after Herb Saunders took control of the front page headlines at Dennis Point, the locals could not wait to talk about the previous night's action. The two women aboard the sportfish *Clairvoyant* docked next to me told all. I quickly eased up to the bow of *Morning Mist* to take down the club burgee hoping they did not notice that I was part of the same group.

What did Herb do to make the front page? Well, just when he was about to enter his slip, the wind caught *Awol Too*, causing him to become misaligned with the dock. Someone hollered "go around." Herb must of misunderstood and thought they said "go through." Hitting the throttle he gunned *Awol Too* forward, heading straight for the dock full of boats. It wasn't long before Herb realized that the 40-foot Hatteras dead ahead was not going to disappear. Even with left rudder had to port *Awol Too* was not going to miss the massive bow pulpit and huge Danforth anchor projecting out from the Hatteras. Herb's first mate Jackie must have been an Olympic gymnast somewhere in her past. As the Hatteras' anchor came by, clipping bow rail stanchions, Jackie jumped straight up and over the anchor and landed back down on *Awol Too's* six-inch side deck. That was a guaranteed Bronze Medal performance if there ever was one. Fortunately, no one was hurt, and the damage to *Awol Too* was relatively minimal. Several of us helped Herb straighten and fasten the bow rail back down and he was good to go.

Aaron Martin must have lain awake half the night thinking of what he might do to top Herb. Apparently his thoughts drifted toward *Saint 'n Sinner*. However, in order to top

Steve's soft grounding of a couple of feet of the bow in mud at idle speed, Aaron figured he'd beach the whole boat. Just in case, Aaron also figured that he would try to wrap a crab pot around a prop shaft. Well the next morning just after clearing Dennis Point Marina Aaron gets *Maggie Lynn* up on plane and cuts the corner to starboard and puts the whole boat (all 36 feet) up on the sand bar. Way to go, Aaron! And he got not one but TWO crab pots, one around each prop. *Morning Mist* was drifting in the mouth of the St. Mary's waiting for a convoy to gather so I could lead them through Smith Island, when I heard *Maggie Lynn's* plaintive call to *Sandy's Run* saying that they "think" they have run aground.

I had time available since I was waiting for the Rhodes and Dodds. *Impulse* was leading *Martha Jane* up Smith Creek to Point Lookout's gas dock. (Ned volunteered to show *Martha Jane* the way since he spent Friday night getting thoroughly acquainted with the local area and several hours Saturday inputting 87 waypoints for the Maryland side of the lower Potomac.) I turned *Morning Mist* around and headed back up the river to see if I could assist *Maggie Lynn*. I had more than one motive for going back: the first was to thank Aaron for taking over the distinction of running aground on the morning of the second day of the week-long (which I did last year), and second, to give *Morning Mist* a chance to redeem herself by pulling *Maggie Lynn* off the bar to deep water. This she did with little effort. We then left Aaron to survey the damage and wait for *Dealmaker* who was on the way to offer towing assistance back to Dennis Point should it be needed.

That evening some thirty of us were enjoying happy hour on the dock at Crisfield musing about the events of the cruise so far. Even though Aaron had grabbed the newsletter headlines, *Maggie Lynn* was in Solomons getting new running gear. Therefore, since Herb was present, he was the main topic of the conversation. He expressed some concern that at the rate of two mishaps a day, his turn was due to come up again by Friday. I had just finished remarking that "tomorrow should be an uneventful day" since we weren't going anywhere, when *Pat & Ray* pulled up to the dock. They had gotten a late start due to a work emergency, but had made the run to Crisfield that day all the way from Fairfax Yacht Club. Since there were thirty some dock hands available to help, Tom Coldwell decided to record the event on film. Just as Ray began to back into the slip, Tom was walking out the finger pier focusing his "best money could buy" camera. To everyone's amazement, he walked right off the end of the pier and dropped some 10 feet down into the water. Over the years I have often heard suggestions that someone should take a long walk off a short pier, but this was the first time I have actually seen anyone do it. For one frozen moment everyone was staring at Tom's hat floating on the water when Tom surfaced spitting and sputtering that he was OK and muttering something about trying to get a better camera angle. Even though his camera was top of the line, it was not meant for underwater photography, particularly in salt water. By the time he made it over to the swim platform of *Sandy's Run*, Herb was there extending his hand—not only to help him up but to shake it in thanks for capturing the limelight!

Following that incident everything pretty much settled down for the balance of the trip. We had a lot of laughs at your expense guys—thanks! Thank God no one was seriously hurt

and all property damage was repairable or replaceable, although some of it was expensive. It goes to show you that if you are into boating long enough and if there are enough people on the docks to watch, sooner or later you will get your turn to screw up. By the way, it was interesting to note that all the "incidents" involved boat captains and they did it without any help from their first mates. This did not go unnoticed because I do not recall hearing any captain yelling at his first mate the entire week. This was a first!

The entire week was a blast. We had the best time with the most boats that the club has had in a long time. All the marinas were great, with the possible exception of Mears Yacht Haven in Oxford—expensive with an attitude. I particularly enjoyed the evening Happy Hours where everyone got together. In spite of there being nine Happy Hours, we never did run out of good food and good times.

The weather also cooperated. This was the first time in six years that I have been on a week's cruise that I did not have to lay over in port at least one day due to weather. Some might argue that Sunday, August 6th was a good day to stay in port. The wind was up a bit on the Bay and there was a good rain storm late that afternoon on the Potomac. Most everyone rode out the high seas and weathered the rain on the way back without any major problems.

The exceptions were *Down the Hatch* blowing an engine and *Morning Mist* losing an engine due to a broken fuel pump. But even these two incidents could have been worse. As rough as it was, Carol Walsh might have gone into labor if *Down the Hatch* hadn't lost its engine just south of Solomons. *Morning Mist* lost its engine just nine miles south of Coles Point Plantation, which was our destination for the night. A quick repair the next morning got us back home Monday on schedule.

It was a fantastic week and I am sure that everyone who went can't wait until next year. I know I can't!! Thanks to everybody who showed their appreciation for my being Cruise Coordinator. I couldn't have had a better bunch of people to work with and for. You were all great and held your complaints to a minimum (or was I just perfect?). I can't wait to coordinate another week-long...but not next year.

Labor Day

On to Labor Day. This year's cruise to White Point promises to be a great time. If past trips to White Point are any indication, we will have a most enjoyable time. White Point Yacht Club is planning to have a joint Happy Hour in their clubhouse on Saturday evening. Please bring a "heavy" hors d'oeuvre to share. The club has plenty of grills to cook out on or the marina will provide transportation down the road to The Moorings restaurant. This is the list of ten boats who have signed up: *Pat & Ray*, *Morning Mist*, *Sweet Gussie*, *Impulse*, *Sea Duck II*, *Mutants on the Bounty*, *Saint 'n Sinner*, *Sun Club*, *Sandy's Run*, and *Hanky Panky*. An added bonus—get to see Beverly and Scott's new baby!!

LOOK FOR EXCITING INFORMATION ON THE UPCOMING COLUMBUS DAY CRUISE TO AQUIA BAY!!



Exec. Rear Commodore Comments

Richard Ziegler

July was an action-filled month for OYC participating members. Of course the month started off with the fourth of July cruise to Coles Point Plantation (formerly Ragged Point Marina). Rain postponed the first night's cook-out. The next night it looked like the seafood buffet was going to be postponed. Rick Sorrenti went into action and made it all happen anyway. Good going, Rick.

Thanks to what I understand was some friendly VHF bantering, Ned Rhodes made a volleyball match happen against the Quantico Yacht Club. As Peter Tucker at Coles Point explained, it was the "business types" against the marines. The marines were vicious combatants (competitors) and in the end won the match (we think we may have really won the first game but nobody kept official score). In the end, we only suffered one casualty when Ned hurt his knee. I understand that he delayed going into surgery so long as he can get Arleen to do everything around the boat. Anyway, Ned started it all and the Marines ended it.

While at Coles Point Plantation, we were entertained with two nights of fireworks displays. The first night was performed by the world famous Wexler Brothers pyrotechnic team (Steve and his brother). No one told me the price tag of their show but I'm guessing it was in the hundreds. The following night the marina sponsored a fireworks display with fire and rescue services and the surrounding community in attendance. In comparison, the Wexler Brothers' show won hands down.

Other highlights of this cruise were Rick's Monday water taxi across the River so he could go to work for the day, and our evening cocktail hour cruise Monday night. The weather was perfect for the cocktail hour cruise across the River to Tall Timbers and back and we all had a good time (including Gary who was down in the salon putting it "Down the Hatch").

The cruise ended with most everyone leaving Tuesday morning. Jim, the captain of *Cheers* was anxious to get back since they had been cruising the Bay for over a week. The vessel *No Pulse*, I mean *Impulse*, and our crew decided to wait out the impending storms. Unfortunately, we waited, and waited, and waited since we were in the vortex of two clashing storm systems. However, we were successful in finally getting back to the Occoquan by 9 PM.

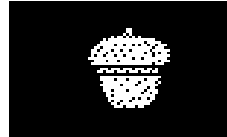
Dave and Carol's weekend party at their residence had much better weather and an excellent turnout. I knew I should have been there.

However, I have a knack for picking harsh weekends to be out on the boat. The PRYCA float-in at Fort Washington Marina was no exception. The float-in went from July 14-16. Steve Wexler did an excellent job even though he was on his death bed Friday. Fortunately he felt better by Saturday only to be hit by a wall of heat. On Saturday, just moving around was an effort for all of us since it was around 100 degrees Fahrenheit. Still, the show went on. I was impressed with Tom Egmore's lassoing/roping skills and Ned's competitiveness on the Frisbee tosses. But you'll have to see the pictures of

Henry Lovell's leap into the dinghy for the beginning of OYC's entry into the Aquia Cup Competition to appreciate true gamesmanship. Other than that, the order of the day was to drink lots of water and visit your boats air conditioning for a respite every hour or two.

Things cooled off a little by the evening and we had dinner and danced. The food was great all weekend and the band kept everybody churning.

Typical of the last day of an event, most everyone left early. Yours truly couldn't resist the pool at Fort Washington and that's where I stayed until the evening (and low tide). But I'm happy to report that I had four feet under my keel at low tide and my departure was without incident.



Treasurer's Comments

Steve Wexler

Between Bermuda and Club Championship at Hidden Creek County Club, August is never much of a boating month for Paula and me. Following the PRYCA Float-In, with the assistance of Al Hobson, I did get to commune with the bottom of *Sweet Gussie* and the engine compartment—yes, it was time to refinish my props once again. I highly recommend the diving services of Mike Gutterman (301-942-1670).

We did get reports back from the week-long cruisers...something about Tommy doing a long walk off a short pier. Also, it seems that certain OYC captains attempted to clean the bottom of the Chesapeake Bay using the keels of their boats. Is it really true that some participants actually felt that the week-long cruise was about nine days too long??? Did *Down the Hatch* leave something behind??? Is Herb Saunders trying to retrofit *AWOL TOO* as a submarine suitable for Underwater War Games??? Aren't you all happy that I go to Bermuda...far away from the week-long???

While we were in Bermuda, Paula and I had the opportunity to attend a Friday night fish fry at our newest club, the St. George's Dinghy and Sports Club. Beautiful three-story clubhouse on St. George's Harbour. I am in the process of trading burgees with Commodore Brian Hilliard. So let's talk about Hurricane Felix. First, as Paula and I observed the Queen Elizabeth II heading out to sea, looking like a cork bobbing around in 15 to 20 foot swells, I was reminded of many "Stephens!!!" in the safety of the Potomac River. And talk about Big Blows...85 to 90 mile per hour winds on Monday night and Tuesday morning. Interesting experience which made me very thankful that we didn't have to go through it again when we arrived back here in the U.S. Bermuda, as always, was gorgeous...wonderful golf, swimming and snorkeling...great Rum Swizzles.

Yours truly successfully played in the aforementioned Club Championship and I will report on the results of the semi-finals the next time I see you (particularly if I win!). Now all I have to do is figure out a way to combine golf, boating, and trips to Bermuda...written suggestions would be appreciated.

Looking forward to the PRYCA End of Summer Party at Tantallon Yacht Club on September 16th and 17th and the OYC Shrimp Feast on September 23rd. Maybe Ned can dupli-

cate last year's diving exhibition at the Dunes this year.

Also a quick note...it's never too early to mark your holiday season calendar. The OYC Holiday Party has been arranged for **December 9th** at the Fort Belvoir NCO Club (a change from previously published schedules). We've lined up Nard's to provide DJ service. More details to follow.

See you on the River.

Occoquan Yacht Club
Financial Statement
October 1, 1994-June 23, 1995

Beginning Balance (10/1/94): \$2,080.08

Income:

1995 Membership Dues

Renewal Family Members	\$1,485.00
Renewal Indiv. Members	140.00
Renewal Assoc. Members	135.00
New Family Members	780.00
New Individual Members	140.00
New Associate Members	25.00
Club Sales	1,435.00
Gen. Membership 50/50 (Oct)	41.00
Gen. Membership 50/50 (Mar)	88.00
Clothing/Burgee Raffle	105.00
Holiday Party Raffle	170.00
Planfest 50/50	42.00
Holiday Party	2,000.00
OYC Breakfast	329.00
Occoquan Raft-Up	460.00
Miscellaneous	<u>83.00</u>
Total Income	\$7,458.00

Expenses:

Membership Activities	\$3,944.69
Awards	454.85
Postage	639.60
Printing/Reproduction	593.97
Miscellaneous	130.00
Organizational Expenses	195.00
Clothing/Burgee Inventory	2,008.24 ²
Bank Service Charges	<u>125.42</u>
Total Expenses	\$8,091.77

Ending Balance \$1,446.31

¹Includes \$545.00 of 1995 Renewal Membership Dues and \$315.00 of 1995 New Membership Dues.

²The Club's Clothing/Burgee Inventory includes 34 burgees, 21 shirts, and 24 hats.



Fall Fling
Ray Steele

Is there anything better than cruising the Potomac and its tributaries in the early Fall, basking in comfortable temperatures and surrounded by the kaleidoscope of Fall colors? (You say "of course not, but what to do"?)

Thanks to Captain Herb Saunders, Aquia Bay Marina has made the following Fall Fling offer to

Occoquan Yacht Club boaters. Aquia Bay Marina, in Aquia Creek (ADC Chesapeake Bay Chart 22), is on the port side, just before the bridge. This marina is under new ownership/management and has been recently refurbished. The manager is a personal friend of Herb's, and the owner runs several highly successful restaurants in the Northern Virginia area. The marina has 82 slips, about 15 of which have 30 amp power. There is plenty of water, 92 octane fuel at competitive prices and an inside repair facility. For the sports-minded they maintain a volleyball court for Ned and horseshoe pits where we can hold the 1st annual Occoquan horseshoe throwing contest. Picnic tables and grills are located next to the water. Add to this new restrooms and showers, a clubhouse that can handle a sizable group and an extraordinarily scenic view of the creek.

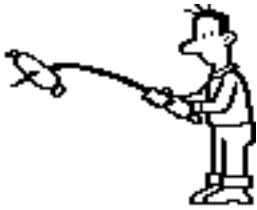
Slip fees are \$1.00 per foot the first night and \$.75 per foot thereafter. There will be no charge for electricity.

The marina ownership/management team, being anxious to promote their new facility, has made the OYC the following offer for the Columbus Day Weekend. They will provide light snacks and sodas upon our Saturday arrival (1-4PM October 7th), hot and cold hors d'oeuvres will be provided 6-7PM (BYOB for the entire weekend). Dinner will consist of a mixed grill menu (steak/chicken/shrimp), potatoes, sautéed fresh vegetables, bread & butter, with apple or cherry cobbler for dessert. All of this for a nominal fee of \$15.00 per person.

Sunday morning our hosts will provide fresh muffins and a grill. Please bring additional items to provide everyone with a Breakfast/Brunch. That afternoon Aquia Bay Marina will provide an "all you can eat" Crab Feast, with coleslaw and crackers. (The Crabber lives right next door). If you don't eat crabs please bring something for the grill. The total cost of this extravaganza is only \$10.00 per person.

Monday, Columbus Day observed, is departure day. Expect an hour cruise back to the Occoquan. We believe that this is a truly special deal, one that we are not likely to experience again and a good way for many of us to ease the end-of-season pain. Please respond quickly to Ray Steele, Fall Fling Trip Coordinator, with the enclosed reservation form and a \$25.00 deposit. We have asked Aquia Bay Marina to expect 15 boats. Bring long lines as some of the slips are really deep.





Shrimp Boat's Acoming....

Aaron Martin

Oh yes, me friends, let me tell you of the wondrous eatin' in store for the OYC

mateys who haul themselves to the Dunes on Saturday, September 23rd for the o'night eatin', tellin' of bawdy sea tales and a cookin' them dear little shrimps in a vat of boiling beer and water. After they (the shrimp, that is) is cooked and et, the bonfire will be lit and copious numbers of marshmallows will be skewered and toasted on long sticks. A special treat for the young and old lads and lassies in the club.

Shrimp is defined as a small guy, but shiver me timbers if they only knew it was sumthin ya et and that it's really the treasure of the sea. Listen now mateys, the word's out that shrimp this year will be better than ever. I've heard that certain parties have been a savin' up them pieces of eight so they can take an extra share of them goodies.

* * *

To reserve your rightful share you will need to complete the enclosed reservation form for the number of pounds of shrimp you want at \$9.50 per pound. Your order needs to be placed by September 15 in order to give me time to dicker for the best price. If the cost is less than \$9.50 per pound, you'll get a refund. If it is more you'll need to ante up the difference on the 23rd.

Please bring hangers, wood for the bonfire, a side dish to share, and a hearty appetite!

Leathers, Chaffin Top Dinghy Field

(Is this a surprise?)

Commodore Sandy Leathers and *Mutants on the Bounty* skipper Tim Chaffin took top honors in OYC's first-ever blindfolded dinghy races on August 26. The Leathers-Chaffin team bested a field of eight crews, in which the dinghy rowers were blindfolded and were guided by his/her embarked navigator-shouter through the grueling, hazard-laden course at Prince William Marina, while a crowd of 50 dock-party revelers yelled encouragement and ridicule from the B-Dock grandstands.

Second place went to the Sandy Leathers-Laslo Bozoky crew, whose motto was "I'll be back." Third place was won by Aaron and Lynn Martin, the only couples team to compete whose marriage did not (thus far) end in divorce following the race.

The legendary dinghy crew of Ned Rhodes and Jess the Dog was disqualified because one of them (the hairy one) quibbled with the race rules which prohibited dogs from competing.

All seriousness aside, it was a great day of fun and food for the 1995 dock party and dinghy outing. Event coordinator Tom Coldwell extends sincere thanks to all participants, providers of food and the set-up and clean-up helpers—especially Rich Ziegler, Al Hobson, visiting guest Lee Witter, Vicki Seibert, and Dockmaster Tom Tokash.

Next year: underwater dinghy races. Watch this space!

On Able Seamanship

Tom Coldwell

As some respected and honorable OYC colleague has no doubt reported elsewhere in this journal (and probably with characteristic discretion and utmost sensitivity), it seems that a small mishap befell one of our participants in the recently concluded week-long cruise to the Chesapeake. An all-too-common description of this sort of accident involves, putting it bluntly and as the victim was reminded incessantly for the rest of the week, "taking a long walk off a short pier."

Such an accident did indeed occur, on the second day of the week-long cruise and at Somers Cove Marina to be exact. This quite unexpected turn (vertically, horizontally, diagonally, etc.) of events—and the victim himself—occurred in full view of a number of OYC crew members gathered on the dock for the daily ritual end of alcohol-and-Cheetos fasting.

Apart from a minor scrape and bump to the faller's person, the significant damage was to a Nikon camera, heretofore of a class described as "non-disposable." Salt water immersion, however brief, changed all that irrevocably.

While only a trifle embarrassing, the pier-walk incident was of a sort to be forgiven a seasoned mariner while onshore and out of his natural realm underway in a fine vessel. Held intact, for the entirety of the cruise, was our unblemished record of superb seamanship, piloting, navigation and keen-eyed reckoning with the winds and tides. Examples of waterborne mishaps we ably avoided:

In no case were we lost in some navigational befuddlement on the St. Mary's River and thereafter disavow it, even in the presence of trusting children.

Never did we run aground and disturb the delicate underwater ecosystems of the Chesapeake Bay, and then as vehemently as others deny it as well.

Never did we direct an aging pensioner to bear forward on the foc'sle in the dark of night, armed only with a flashlight, to guide us through waters as unfamiliar as those faced by Columbus himself (who reportedly used the same lookout, much younger, of course).

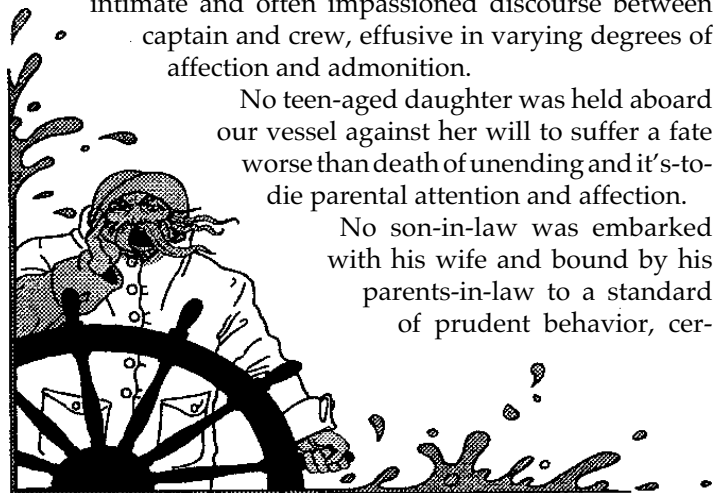
On our voyage no crab pots were destroyed nor waterman deprived of his rightful harvest.

No fuel pump was allowed to fail.

Never, never once was our radio transmit key left in the open position, allowing the free world and the FCC to hear intimate and often impassioned discourse between captain and crew, effusive in varying degrees of affection and admonition.

No teen-aged daughter was held aboard our vessel against her will to suffer a fate worse than death of unending and it's-to-die parental attention and affection.

No son-in-law was embarked with his wife and bound by his parents-in-law to a standard of prudent behavior, cer-



tainly beyond the call of human restraint, for an entire week. A violation of the Geneva Convention, at that.

No attempt was made to effect a sudden appropriation of an anchor belonging to another.

No... well you get the idea.

From our perspective, it was just another splendid sea journey by a capable albeit modest captain and his first mate.

I sure do feel good.

But, cheez, a Nikon! Oh, *MAN!*...Clumsy, stupid klutz!

Welcome, New Member

OYC welcomes to our ranks another new member: John Cunney, Individual membership and captain of *Harmony*, hailing from Occoquan Harbor Marina. Glad to have you with us, John!

Ode to the Weeklong

Dark and stormy was the night.
Wind and waves were frightful.
First mate knew that things weren't right,
the Captain said "Delightful!"

The lead boat called "We'll wait till you pass,
the St. Marys' hard to master".
The Captain said "Go on ahead, I'm saving gas.
Don't want to go no faster".

The wind got worse, the night got darker.
Finding port made sense.
The Captain spied his sought for marker.
Nothing shook HIS confidence!

Now fully dark, the lead boat went
up river, oh so cautious.
The Captain traveled on hell bent,
and the first mate, she was nauseous.

Through the dark, sans aids or tools
the Captain boldly crept.
While in the cabin, cursing fools,
the first mate sadly wept.

In port at last, the lead boat's crew
proceeded to get sauced.
But the party atmosphere withdrew
when the Captain called "I'm lost!"

The marina boat went out and searched
the St. Marys deep and wide.
He found the Captain on crab pots perched.
With joy, the first mate cried.

At dock, all safe, and straight of face,
the Captain denied a blunder.
But one must ask, just where's the grace,
saved by a tug named Thunder?

- Anonahol -

Anniversaries and Birthdays

Happy Anniversary to the following couples for the month of September:

Jim & Dottie Jacobsen (6)
Allen & Susan Herskowitz (9)
John & Marilyn Piper (14)
Timothy & Beth Chaffin (18)
Martin & Rosie Betts (28)
Gary & Carol Walsh (30)
Laurence & Christine Budd (30)

September Birthday Wishes to:

Mitchell Mutnick (13)
Pat Steele (21)
Roxana Grosson (25)
Steve Donock (25)

If you would like to see your name in print, make sure that the Membership Guy knows your vital statistics.



Coast Guard BBS

The Coast Guard has changed the name of its "Hotline" which has been in operation for almost 10 years. The New name is Coast Guard Customer Infoline.

It's the same number, fortunately: 1-800-368-5647. And for the next few years, we'll wager, it will continue to be known as the hotline, even by the Coast Guard, though not officially.

Actually, it has been providing various sorts of information, such as which particular boat had defects, what were recent regulations on boarding, law enforcement policy, how to document your boat or which boats required state registration.

If you have a computer with a modem you can get information 24 hours a day. The modem number is 703-313-5910. Using your computer and modem, you'll reach the Coast Guard Navigation Information Services Computer Bulletin Board (BBS).

C & D Canal Museum To Be Renovated

Chart Room Chatter, May 1995

The Army Corps of Engineers is soliciting bids for the renovation and rehabilitation of the Chesapeake and Delaware Canal Pump House Museum. This structure is over 160 years old and was designated a National Historic Landmark in 1965. It is located in South Chesapeake City on the spit of land on the east side of the anchorage basin. The history of the canal is depicted through exhibits presenting such items as buckets used to excavate the canal, pages from the toll books, to a three story water wheel that supplied the lock with over a million gallons of water per hour. The renovations should be completed near the end of 1995.

Heads

Fells Point YC, May 1994

This is the second of a series of three articles by Jay Irwin. The topic this time is "Heads".

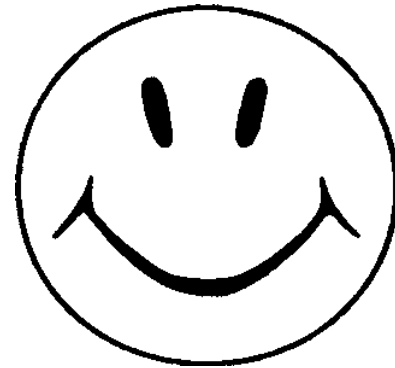
There is an old saying, two heads are better than one, but to a sailor, a private enclosed head is the ultimate. The Coast Guard has a lot to say about heads and their use, yachting brochures and advertisements over exaggerate their size and dependability. At the end of the sailing season, we all feel good if we have been spared the untimely engagement of war with a stubborn non-working head.

We have all read about the changes and evolution of the sailing ship from cotton sails and wooden hulls the new high-tech fiberglass designs with dacron and mylar sails. Historians have mentioned very little about the most essential piece of equipment, "the head." Most of us have heard about the head rope under the bow sprit and have often wondered how on earth anyone could hang on while the vessel was charging through seas like a Brahman Bull at a rodeo and at the same time concentrate on matters at hand. Evidently, sailors didn't care for this either, and soon ships namely ships of war were designed with a Beak Head. This was the area just forward the forecandle which was accessible by ladders from the forecandle deck, later, through doors directly from the forecandle. It was originally open to the sea and not much better than the head rope. Later this area was decked over with grating for sure footing and, allowing breaking seas to flush the area clean. Seasoned sailors knew all too well to use the leeward side so a discharging cargo cleared the hull. Crews from each watch were picked to clean the area if no one was to be punished for some misdemeanor crime. Later, small decorated cubicle houses were built into the forecandle design which housed the first enclosed heads. These were provided with piping through the deck to the sea below. Now at last the sailor was to himself and out of the weather. At a later date the same arrangement was installed just forward of the quarter deck for officers. The next change moved officers heads aft to the stern quarters where even bath tubs were installed. The Beak Head and quarters aft can be seen on the U.S.S. CONSTELLATION.

The downeaster coastal schooners carried similar accommodations into the late 30's and early 40's. Smaller schooners used a bucket and chuck-it method. If the schooner was large enough to have a donkey engine house forward, the bucket

and a small enclosure was accommodated within the house. The larger three or four masted schooners had a head seat attached to piping on the port bow. Standard equipment consisted of old papers or magazines, a long stick and a 55 gallon drum of flushing water. An abled-bodied seaman had to be as agile a headsman as he was a mast monkey. The art was to wad up a ball of paper, jam it down the tube with the stick to prevent wind and water from coming up the pipe, mount the head, do one's meditating, flush with a bucket of water from the drum while the vessel was rising high on a wave. If one miscalculated and the vessel was charging down the face of a wave to the trough, the in-rushing water made the head work in reverse as sure as Old Faithful.

The good old days are best left for fond memories and pleasurable reading.



The Daymarker is published monthly by Ned, Arleen, Jess, Willie and Sally Rhodes. The deadline for submission of materials to the Daymarker is the 20th of every month. Hey, really, nothing happened.

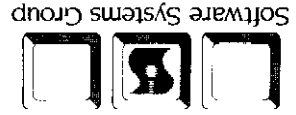
Articles should be sent to the Daymarker Editor at 2001 North Kenilworth Street, Arlington, VA 22205. We prefer typed text (no crayons please) or you may submit your text on a disk in Apple Macintosh format or IBM-PC format (3.5" or 5.25"). Our preferred word processing format is Microsoft Word. Your articles may be faxed to our corporate offices at (703) 237-9654. In addition, we are also on the information highway at milepost_rhodesn@aol.com.

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Mailing Labels	Tom Coldwell

The Daymarker is produced on two Macintosh IIfx computers with 16MB of memory, 1.5 GB of disk storage, many CDROMs, a Syquest Cartridge Drive, a Radius 19" TPD, an Sony 17" Color Monitor, an Apple LaserWriter IIf and a Microtek 600Z Color Scanner using PageMaker, Adobe PhotoShop, MacWrite II, Ofoto II and DeskDraw.

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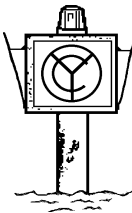


2800 SHIRLINGTON ROAD
ARLINGTON, VIRGINIA 22206
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ALLENS COPY CENTERS

<p>Oct 7-9 Columbus Day Cruise to Aquia Creek. Ray Steele 703-385-8615.</p>	<p>Sept 30 Annual Membership Meeting at Fairfax Yacht Club.</p>	<p>Sep 23-24 Shrimp Feast at the Dunes. Aaron Martin 703-491-1287</p>	<p>Sept 16-17 PRYCA End of Summer Party @ Tantallon. Teresa Sorrenti 703-590- 6724</p>
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C o m i n g E v e n t s



The Daymarker


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

Address Correction Requested

The names that appear below are the people who have indicated their willingness to serve the OYC for the 1996 season. If you are not going to be present to cast your vote and you wish to do so by Absentee Ballot, please do and mail to: POB 469 no later than September 27. If you wish to assign your Proxy, please make the assignment by Sept. 27. To be valid, all Ballots and Proxies must be given to the Secretary no later than September 30.

Absentee Ballot and Proxy

Please execute the below to reflect your desires



General Membership Meeting
Saturday
September 30, 1995

VOTE FOR ONE CANDIDATE FOR EACH OFFICE

<p>Commodore:</p> <p><input type="checkbox"/> Tom Egmore _____</p> <p><input type="checkbox"/> _____</p>	<p>Exec. Rear Commodore:</p> <p><input type="checkbox"/> Teresa Sorrenti _____</p> <p><input type="checkbox"/> _____</p>	<p>Secretary:</p> <p><input type="checkbox"/> Dave Moore _____</p> <p><input type="checkbox"/> _____</p>
<p>Vice Commodore:</p> <p><input type="checkbox"/> Steve Wexler _____</p> <p><input type="checkbox"/> _____</p>		<p>Treasurer:</p> <p><input type="checkbox"/> Walt Cheatham _____</p> <p><input type="checkbox"/> _____</p>

Proxy Statement:

Date: _____

- Please cast my vote exactly as indicated above without exception!
- Please cast my vote as above. If I have not indicated a choice on any of the issues, the Board is free to vote as they see fit.
- I hereby assign my proxy to _____. He/She is restricted to voting as I have indicated above unless I have not indicated a choice.

(Printed Name)
- I hereby assign my proxy to _____. He/She may vote in any way that he/she chooses.

(Printed Name)

Printed Name _____ Signature _____

FALL FLING CRUISE
TO AQUIA BAY MARINA
October 7-9, 1995

Sign me up for OYC's Fall Fling!

Boat Name: _____

Captain's Name: _____

Size of Boat: Length _____ feet Beam _____ feet

Power Requirements: _____

Arrival Date: _____ Departure Date: _____

Return coupon with \$25.00 deposit check payable to Ray Steele at 4408 Alta Vista Drive, Fairfax, VA 22030 (Phone 703-385-88615).

OYC Shrimp Feast & Bonfire at the Dunes
September 23, 1995

Name: _____

Please order _____ pounds of shrimp for the OYC Shrimp Feast.

Enclosed is my check for \$ _____ (number of lbs. x \$9.50)

Signature

Please return your order and check **by September 15th** to Aaron Martin, 11988 Point Longstreet Way, Woodbridge, VA 22192 (Phone: 703-491-1287).