

The Daymarker

OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979Y

Commodore
Steve Wexler
703 437-0687

Vice Commodore
Teresa Sorrenti
703 590-6724

Rear Commodore
Janine Washington
703 590-3653

Secretary
Walt Cheatham
703 491-3956

Treasurer
Peggy Ball
703 569-2159

Quartermasters
Bill & Bonnie Fulford
703 591-2118

Membership
Elaine & John Robey
703 680-2257

PRYCA Delegate
Henry Lovell
703 799-1322

Historian
Dottie Jacobsen
703 250-7736

THE DAYMARKER Editor
Tom Coldwell
703 323-1675



Commodore's Comments

Steve Wexler

Flag Raising was everything we hoped it would be—but with a little too much wind. The fluttering flags were neatly hoisted by Past Commodores Martin, Steele and Coldwell. We enjoyed the company of Past Commodores Ned Rhodes and Mer Piper, both of whom indicated that we had performed our duties in the time honored tradition.

Captain Terry Hill of Potomac Marine was on hand with three tow boats (let's hope it's the only time OYC boaters see the rescue crafts this summer...but just in case, please keep Terry's cards close at hand!). The Coast Guard Auxiliary and representatives of the Fairfax County Police marine patrol made brief presentations remember to get your CMEs as soon as possible and don't forget to slow down when the marine patrol is assisting boat traffic in the Occoquan

"As you know it has been and remains one of my primary goals to involve as many members as possible in club events."

More than sixty people enjoyed OYC hamburgers, hot dogs, and the fantastic array of side dishes and desserts provided by our members. I would be remiss if I didn't remember to thank Dickie Lynn of OHM and the entire staff of Gecko's particularly Chris and Steve for allowing us to use the facilities.

The weather didn't permit a raft-up at Mattawoman, but the hospitality of *Hot Schatz*, *Impulse* and *Evermoore* helped to fill-up the remaining afternoon hours.

Meanwhile, up the river

Dave and Carol Moore and Paula and I attended the Tantallon Yacht Club's Flag Raising on May 10th. It was a very nice event with champagne flowing to welcome the new boating season—but I must honestly and proudly tell you that ours is bigger and louder than theirs (the Boom-maker that is!). We appreciate Commodore Della Fleury's invitation.

Breakfast by asphalt

The following week-end was the annual OYC Breakfast and Nautical Yard Sale. Unfortunately the weather once again didn't cooperate and the Yard Sale portion of the event was rained out. But the breakfast went on as scheduled—once again with the support and cooperation of Dickie Lynn. We were particularly pleased by Paul and Della Fleury bringing 16 Tantallon Yacht Club members and

Steve and Brenda Tanner bringing 10 Prince William Yacht Club members to share our hospitality. We all owe a big thank you to Dave Yarnell and his First Mate, Debbie, and Bill and Bonnie Fulford for

once again supervising an unruly group of food preparers and servers. PRYCA Commodore Bud Clark and former PRYCA Commodore Penny Demarco and her better half Joe Orth made me fulfill my promise to personally serve them breakfast—if you can believe it I actually did it with a smile.

Counting blessings

The weather cleared and *Sweet Gussie*, *Alexander's Dream* and the new and improved *Waits on Water* headed upriver for the PRYCA

pre-blessing of the fleet on Saturday night and the Washington Waterfront Blessing activities the next morning.

The trip up and back was actually gorgeous and I wish more of you were able to be blessed. In fact, it's probably true that more of you need to be blessed. In any event, after two years on the board with Walt and many hours afloat and ashore with him and his beautiful wife—I think the club needs a new appointed position—the WCI (as in Walt Cheatham Interpreter). If anyone understands half of his actions and statements it would be highly beneficial if they could explain them. Susan indicated that after 30 years she hasn't a clue.

But I can tell you that if any of the members need a broken anchor light and a partially used piece of plexiglass, or any various pieces of driftwood and assorted other flotsam and jetsam, Walt has them and is storing them for his "next project" as soon as he decides what that activity might be. We were joined at the Gangplank Marina by *Seminole Wind* and *Last Resort*. Paula sprayed their boats with Snickers, which has become a Blessing tradition over the years. *Hot Schatz* and *Kitt* also were blessed and shared the Capital Yacht Club's post-blessing barbecue with the rest of us. **Say, what's the (your) idea!**

At the May 8th Board meeting we invited Fleet captains Linda and Lazlo Bozoky and Duane Jeirles to participate in an open discussion as to improving communication with members, increasing participation in club activities and sharing ideas in general as to how we can make OYC better.

As an aside, I want to remind all members that OYC Board meetings are always open and my article will publish the time, date and location from now on. June's meeting will be at Fairfax Yacht Club at 7:00 PM on June 2nd. You don't need to call in advance—just appear and we'll welcome you with open arms.

We really do need to know what we can do to make your boating experiences more pleasurable. For example, Linda suggested that local day events would permit more participation among members who don't want to travel long distances. The Board will plan some of these events in July and August. Walt noted that the Daymarker should be open forum for all members to communicate their ideas—remember just get your article to the esteemed editor by the 20th of any month and it will appear.

As you know it has been and remains one of my primary goals to involve as many members as possible in club events. As new members sign up for cruise, please note the list of boats provided by the coordinator (or contact the coordinator) to find out what other members are going so that you can travel together.

And now the coming attractions:

June 7th and 8th to Cobb Island Marina. John and Elaine Robey recently mailed a letter to all participants who had previously signed up for the Spring Cruise. They have requested that final reservations including the \$\$\$'s be to them by May 30th. If you recently joined the club and haven't had the opportunity to sign up—or you just forgot and really want to go, please call John and Elaine immediately at (703) 680-2257. I'm sure they'll do everything they can. If you haven't previously visited Cobb Island you're missing a beautiful little spot with great seafood restaurants (Captain John's and Shemansky's) and an afternoon cruise up the

Wicomico is really a lot of fun. If you can get away from the office on Friday afternoon, it's only a 2 1/2 hour jaunt (in real boats that have real engines). Swan Point Golf Course is a short ride and Commodore Wayne Kuster of The Yacht Club at Swan Point has offered to make transportation arrangements if we request them. If anyone is interested in playing golf—Paula and I are prepared to organize the preparatory event to the upcoming 2nd Annual OYC Classic.

The Tantallon Shipwreck Party is on June 20th. Dave Moore's article last month gave the particulars and asked you to contact him. I can tell you that Commodore Fleury has given me a sneak preview and you shouldn't miss it! A last chance sign-up also appears in this Daymarker.

Remember....

The OYC Week-long to the Upper Chesapeake starts on **July 4th at Coles Point Plantation** and goes on from their. Peggy Ball and Rick Sorrenti have been working very hard on the arrangements: Once again, if any new members are interested please contact Peggy as soon as possible.

The PRYCA Float-in is on **July 18th-20th** at Fort Washington Marina. This was the most highly attended cruising event for OYC'ers last year. Once again, it's a short trip for a great time. Please find the information in this Daymarker and make your reservations now.

Paula (as in the Commodore's Censor) has proofread this article and stated that there were too many facts and nothing funny. She's right.

And remember—if you ride your bikes tonight—wear white! See you on the River!

OYC renews Boat/U.S. accord

Yep, we have reenlisted, re-upped for another year-long hitch with Boat/U.S. The club has signed another Cooperating Group Accord, which provides for a 50% discount off the regular \$17.00 annual dues and making it possible for you, as an OYC member, to join or renew your Boat/U.S. membership for only \$8.50.

If you are not taking advantage of this nice benefit, see OYC Membership Czar John Robey for a Boat/U.S. membership application. Or, just write our Cooperating Group Number, GA80979Y, on your next Boat/U.S. renewal bill and pay the special \$8.50 rate. A nice deal, and there are tons of benefits to boaters, individually and collectively, by your being a member of this fine association.

The Datemarkers

Anniversaries

Duane & Janet Jeirles, June 15

Ray & Pat Steele, June 16

Steve & Mary Jo Worcester, June 21

Birthdays

Jim Jacobsen, June 6

Tom Lytle, June 7

Vickie Siebert, June 7

Gary Walsh, June 10

Bob Michaud, June 12

Mary Jo Worcester, June 15

Janet Jeirles, June 29

The Daymarker

Published monthly by the Occoquan Yacht Club
Tom Coldwell, PC, Editor
Elaine & John Robey, labels; Jim Thrift, production

News and other materials for publication are welcome from any member of OYC. The deadline for submission of materials to **THE DAYMARKER** is the 20th of each month. If possible, please submit copy by e-mail to:

coldwell@erols.com.

Fax service is not available. Word-processed copy may be mailed on a 3.5" IBM/MSDOS-compatible diskette to the editor at 10319 Commonwealth Blvd., Fairfax, VA 22032-2613. The preferred format is WordPerfect for Windows or DOS, but we accept Microsoft Word and ASCII text as well.

Photographs may be submitted for publication provided they comply with contemporary community standards for decency and do not reflect adversely on the club or its officers... unless it's a really good shot.

The editor may be reached by phone at home, 703-323-1675.



Vice Commodore's Comments

Teresa Sorrenti

It's Here!

Just like Tom and Mary Ann Coldwell, we are now whole again. We have a boat, so all is well in the world. For a while we sweated the timing, since oversized vehicles must be off highways by noon on holiday weekends, but it arrived safely at 12:30 p.m. Friday, just as Ned and Arleen (and Jess) pulled into OHM to get ready for the Memorial Day cruise. Friday was such gorgeous weather, it was almost painless to sign all of the paperwork on the deck of Gecko's!

Saturday was a waiting game until it finally was ready to go into the water at 5:00 p.m.—and straight to the fuel dock. Dickie is also very happy the Sorrentis have a boat. Sunday and Monday were just exhausting trips of hauling the multitude of bags and boxes from the basement to the boat, reminding ourselves that if it all came off the other boat, it will fit in this one. Thanks to new members Sam and Carol Raines for providing us wonderful chicken enchiladas Saturday night, when lifting a fork was all we could handle.

Of course, we would much rather have gone to Point Lookout with OYC. Boating is not official until we have an outing with everyone (which will not be until the Shipwreck Party). As for the Point Lookout cruise, we have heard that a.) Aquia Bay can be difficult to locate; b.) the early bird gets smooth seas; c.) the later birds got pounded going down Saturday; d.) the restaurant is still great; e.) Sunday's seas made Saturday afternoon look like a calm day (yes, Steve and Paula are still married); and f.) Eugene Brown is a great diver if you want your props checked. Of course, all of this is hearsay, and we are open to clarification.

Other than aching muscles, the only thing we can attest to is that a heavy rainstorm is *VERY* loud on a metal roof of

a covered dock!

Here's hoping that everyone has a great time at Cobb Island while we are in South Carolina for Jillian's graduation, and that all you fathers are remembered appropriately on your day!

Anyone signed up for Fourth of July (via the week-long or on the waiting list) will get a letter from Rick shortly. See you at the Shipwreck Party at Tantallon!



Secretary's Comments

Walt Cheatham

We've been blessed. Susan and Walt on the new *Walt's on Water (WoW)* made it thru the official D.C. Blessing of the Fleet last Sunday. It was our initial outing on the *WoW*. Susan knew we were going to die because only Dave Moore and I had navigated the new vessel thru waters, and who is he who has to stay tied up to his dock most of the year because of insufficient water to leave his mooring. And who was I to captain a 32 footer.

WoW started out in great shape. We traveled up the Potomac ahead of *Sweet Gussie* (until she decided to pass just before Alexandria) and docked perfectly at Gangplank without the usual heated skipper-crew interchange. We looked great. We even reveled in looking down on the express cruisers (*Sweet Gussie* and *Alexander's Dream*) from our lofty bridge, especially while reading the Outlook section of the Post while Commodore Steve only asked for the Sports section. We enjoyed the hike around Ft McNair even though Commodore Steve seemed more interested in casing out the golf holes than the Generals quarters.

But little did we appreciate the display presented by the multitude of ducks swimming the Washington channel that day—calm as can be on the topside and paddling like hell below—until it was time to queue for the blessing. They were an omen of things to come.

The queue started out O.K. and we proceeded south along Haines Point between the aforementioned Gussie and Dream until all of a sudden a buzzing emanated almost as loud as Ned's horn. Careful scanning of the gages indicated the starboard engine was at 240 degrees and screaming for help. I shut it down just in time to have to turn in front of the *Spirit of Washington* and *Odyssey*, who were coming up-channel. Thank goodness the *Spirit* decided to join the procession, but *Odyssey* was hell bent for home. I made my turn and joined the northern procession on the port engine fighting the wheel to stay in line and calm on the topside. No one except Susan knew we were on one engine as we were blessed—most of all the priest, who was concentrating hard over his script. Had my Southern Baptist mother been aboard she'd have told me one overheating engine is a small price to pay for being involved with a Catholic. We made it back to the Gangplank docks and I dived into the bilge as the rest of the group wandered up to the Capital YC for lunch.

Coming home was exciting in that I had to run a bit hot all the way, and upon reaching Fairfax YC for low speed docking the starboard overheated big time but the buzzer did

not go off as an audience assembled: Jacobsens, Balls, Wexlers, and assorted Fairfax Yacht Club dockmasters and neighbors—and I proceeded to be less than adroit in one-engine docking. Later Ned and Arlene enveloped the group in the shadow of *Impulse* as they tied up at the T dock and gave us glasses to fill.

Susan saved the day by serving our new-found elixir—frozen margaritas in a plastic bucket straight from the freezer. Problem was that Jim Jacobsen wanted a beer which I had to borrow from the FYC dockmaster and we did not have enough margaritas for seconds as the crowd clamored for more. Not to worry, we were home and all these problems were logged for future solution. Our maiden voyage was a success. We were blessed. Wonder how long will it last.



Treasurer's Comments

Peggy Ball

Last But Not Least, or, It Ain't Over 'til It's Over

In previous articles I have talked about the great OYC Northern cruise of '97 and the wonders of Annapolis and Baltimore where we've done the big city by water thing. We've hit the tourist hot spots, dined in some great restaurants, and maybe even picked up some culture in an art gallery or music hall. Who knows with OYC'ers? Now it time to really relax and enjoy the quiet pace the Bay also has to offer.

Off to Solomons

Spring Cove Marina in Solomons is our stop after leaving the hustle of Inner Harbor Baltimore. This promises a nice contrast with great amenities. We will enjoy the pool, large shade trees, and the *best* shower facilities on the river. There is a nice meeting room for reading or a dry (non-rain) happy hour if needed. This is a full service marina with fuel and a boat yard on site. There is also a full ship's store. Grocery, pharmacy, seafood, and liquor stores are just steps away. A good opportunity to restock the larder. Plan to use the grills provided at the marina one evening to enjoy some fresh corn, steaks, and whatever else looks good enough to cook. What a way to live!

Solomons has a water taxi that can transport you to the other end of town. There you will find a large variety of restaurants and lots of shops. Be sure to visit the Calvert Maritime Museum for a look some Chesapeake Bay history.

This is another great place to join OYC'ers by land. There is a Holiday Inn and a Comfort Inn within steps of Spring Cove. We are there Thursday and Friday night, July 10-11. Make it a long weekend. You'll be glad you did.

...then to Dennis Point

Our final stop on this adventure *really* lets us slow down. Dennis Point Marina on the St. Mary's River is a family owned marina and campground. There is a nice pool, fuel service, and lots of great shade trees. You can walk through the large campground and enjoy the tennis courts and fishing pond. Tigershark personal watercraft rentals are available to also help build your appetite for dinner. Dennis

Point is well known to us for their seafood/chicken combo dinners. This is an all you can eat sampler of snow crab legs, steamed hard crabs, honey dipped chicken, corn on the cob, ect. There is also a full menu to choose from for the less hearty appetites. There is something to tempt everyone.

So get home, unpack the boat, sleep in a bed that doesn't rock, you know the routine. Think of the great stories (all good I hope) you can tell at the PRYCA Float-in the following weekend. And you don't have to plan dinner or breakfast because you already paid someone else to prepare it for you—what a great plan to leave more time to visit with other clubs, enter the scavenger hunt, and warm up for the dingy race. See you on the river!

Memorial Day Weekend

A School Report by Little Neddy Rhodes

Early in January, Dad was informed that he would be the Cruise Coordinator for the Memorial Day Weekend by Commodore Wexler. This was all fine and good, except that he had not volunteered for the position. In fact, Dad had tried to emulate the cruise coordination behavior of Mr. AH Zimpel last year and even after doing a crappy job and not even going, he was still asked to coordinate the Cruise again this year. "This year things will be different," said Dad, "I am going to do an even crappier job than AH Zimpel could even dream about." And so the saga begins.

A mere 26 boats initially signed up for the cruise which was originally planned for the Yeocomico Marina. The first thing Dad did was to force the sale of the Marina so that we would have no place to go. This plan appeared to be working until the crack OYC Board found out and asked that Dad find a new marina to go to instead. He then contacted Point Lookout Marina, hoping that they would say "no way," but was surprised to find that they could not only handle all 26 boats, but that length was not a problem either. Mom snickered for some reason.

Dad, posing as the Easter Bunny, started calling everyone signed up on Easter Sunday, hoping that they would all think it just a joke and forget to send in money to reserve their spot. Unfortunately, 21 people responded, which meant that now we really had to plan something. A packet of information was prepared and mailed to each boat. Dad was shocked to find out that some members actually thought that the list of GPS waypoints included in the packet were bogus. There was a lot of talk about what did or did not happen one year in the St. Mary's River.

Less than a week before we were to leave, the cancellations started to flood in. This made Dad hopeful. Unfortunately, once again, not everyone canceled and so we had to press on. Dad sent daily faxes to the marina informing them of all the cancellations and changes. The excuses were very interesting: "We will be washing our hair that weekend," "I sold my boat," "I bought a new boat," "My dog ate my boat," "I wouldn't go anywhere with you as coordinator" and "I am fiberglassing my teak rails and they have to dry." When all was said and done, we had started with 26 boats, we substituted 1 for a cancellation and then

had to cancel the substitution and finally end up with 14 boats. Dad thinks that this will be an OYC record.

In order to get an early start on the weekend, Dad organized a Friday night raft up in Aquia Creek. Four boats signed up for this adventure, of which only three were actually able to attend. *Impulse* left first to drop anchor and start the raft up. We were then joined by *Snarlin' Marlin* who said that *Hot Schatz* was not far behind. They contacted us at the entrance to Aquia Creek and we talked them through the buoys and about the time they should have shown up, they radioed that they were in about 3 feet of water and there were no other boats in sight. A quick check of the Esso road map suggested that maybe they were in Potomac Creek instead of Aquia Creek. A rescue operation was quickly organized consisting of Mr. Carmady, Dad and myself. We roared off in the dusk, nav lights blazing to find our fallen comrades. The raft up was successfully re-established and there was a lot of chest pounding, applications of medicinal Scotch and much discussion with Jan where the words miracle, secrets, bra and victoria were all used in the same sentence.

Two additional things happened that night. First, *Snarlin'* discovered that his shaft zincs were slipping down, which would require a haul out to fix. Second, *Bandit*, having actually reached Aquia Creek after fixing starter problems, discovered a substantial leak around one shaft, which was not too bad, except for the fact that the bilge pump had decided to stop working for the weekend. This caused them to turn back for home, taking our final boat count down to 13.

Dad's strategy for Saturday was to leave late and be the last one to arrive at Pt. Lookout. This strategy was successfully implemented, but had no effect on the overall cruise as Mrs. Ball (*Cheers*) took over (having arrived on Friday) and made sure everyone got into their slips. She subtly suggested that maybe next time Dad, as Cruise Coordinator, could get there a little early and do his job correctly. Dad informed her that everything was going according to his plan and that if his performance was substandard, he hoped that the Board would not ask him to go it again. Mrs. Ball then informed him that he would be Memorial Day Cruise Coordinator for Life and would you stop your dog from barking.

The cruise to Pt. Lookout was without incident, except for the sea state. Mr. Hobson in *Luck Ducks* informed everyone that they were taking water over the fly bridge and that they were probably in 3-4 footers. Mr. Moore in *Evermoore*, suggested that if Mr. Hobson were taller, that maybe the waves wouldn't look so big. That funny Mr. Coldwell surprised everyone by arriving late instead of early (he blamed this on his crew and put them on short beer rations). The last to arrive were *Kitt* and *Touch of ate*,

making it exactly in time for dinner.

A special OYC dinner had been arranged for Saturday night, that was broken into two seatings. A spontaneous renegade cocktail party broke out at the dock for the late seating crowd which contained the usual assortment of good stuff. Spinnakers Restaurant served a great meal (crab soup, swordfish and homemade peach cobbler) and that funny Mr. Wexler remarked that while he has never had his boat into the Bay, that he was actually closer to the Bay 5 years ago when he was last at Pt. Lookout because his boat was docked one slip closer to the Bay.

Sunday started as an overcast day and many boats decided to get a Courtesy Marine Examination from Mr. Ball. I have never seen Mr. Ball so happy. He actually flunked four boats and skipped down the dock in glee. Violations included no documentation papers, no documentation numbers, no boat name and the wrong beer.

The marina sponsored a Memorial Day cookout at noon which was quickly broken up as the rain started in the early afternoon. The rain was on and off all afternoon, but stopped for the group cookout Sunday evening. Activities observed for Sunday included walking to town, 20 mile bike ride to the real Pt. Lookout, dinghy surfing, prop diving, deep sea fishing, looking for the Deliverance women and nude swimmer watching. This last event proved the most popular of the weekend. Dad was given full credit for arranging this spectacle, which virtually guaranteed that he would become Memorial Day Cruise Coordinator for Life. Curses!

New members Gary and Nikki joined us for the Sunday night cocktail and cookout party as they happened to be there on their own renegade cruise. As the cookout concluded, the rain began in earnest and continued through the night. But this did not stop the Sunday evening birthday celebration of Mr. Moore. When asked how old he was, he said he was one year older than the old speed

limit. We all thought he looked good for 71.

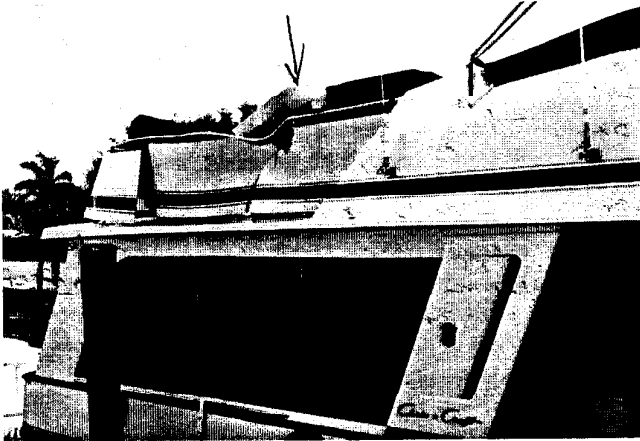
Dad says that I have to mention the other boats in attendance, even if I can't think of anything funny that they did. They were *Nauti Bouy*, *Sweet Gussie*, *Alexander's Dream* and *Dealmaker*.

The rain finally stopped around 1pm on Monday and the ride home was a little choppy until we reached Cobb Island. Then things smoothed out and we all had a good ride home. Also of interest is the number of boat problems that showed up during this "shakedown" cruise. They included, leaking shafts, failed bilge pump, bad started motor, loose anchor, turned navigation lights, non working GPS, burned electrical socket, leaking fuel filter, leaking trim tab pump, thrown springs in the transmission plate, uneven running engines and spilled cake.



Sketch of typical OYC member in rain gear during Sunday night's steady downpour at Point Lookout.

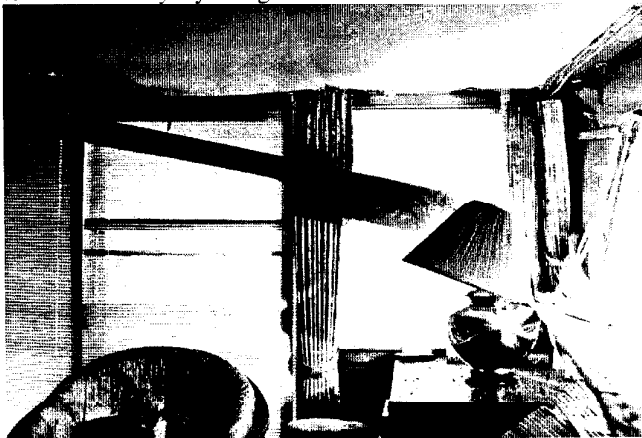
While OYC danced the night away, the sky falls on Sanctuary by Robert Wilcox



Twelve foot, 2,000 pound air tank landed on *Sanctuary's* flybridge

The standard boaters' joke says the two happiest dates in a boaters' life are when they buy and when they sell! What makes boating so interesting is all the bumps along the waterways in between buying and selling. I'm writing to relate the story of a bump that hit us in case other members may benefit from our experience.

Last December 7 (the day of the OYC Holiday Party!) a 2000-pound, 12 foot long air storage tank exploded, flew end-over-end, and landed on the fly bridge of *Sanctuary*. The tank was one of six that exploded at a dive shop across the canal from our Key Largo dock. Fortunately no one was killed or hurt in the busy canal, but serious damage was done to the *Sanctuary* fly bridge and salon under it.



Looking aft at salon damage: teak paneling, valances, cabinetry, rear windows and doors were racked and bent.

The solid Chris Craft built in 1987 buckled but did not collapse. Nevertheless, structural, gelcoat, glass, aluminum, cabinetry, teak trim, and soft goods required major rehab or replacement. The boat had to be completely repainted because new gelcoat could not be matched adequately to the original.

Since we were 1300 miles away, I retained a professional marine surveyor to quickly determine *Sanctuary's* seaworthiness so she could be moved to a yard in Miami for repairs and to make a detailed list of damage for insurance purposes. He was invaluable. The repair, largely

paid by insurance, will return *Sanctuary* to better than new condition. Note however, the insurance deductible, and all added costs such as unfurnishing and refurnishing the boat, storing all contents, reprovisioning, extensive cleaning, and general make-ready details can only be recovered through legal action against the dive shop's insurance company. The difficulty is collecting, so legal costs are likely to be incurred. Very detailed records are needed to submit an additional (subrogation) claim. Legal counsel has also advised us that we may be able to recover loss of use (6 months' payments!), cost of inspection trips to the yard, etc. In the final analysis, we will have a "new" boat but at costs that weren't anticipated or desired.



Portside aft showing flybridge damage, windows and bulkheads crushed.

My suggestions to fellow OYCers would include:

- Double check your insurance—"full" coverage may be inadequate.
- Check for broader umbrella coverages, if available.
- Retain a professional marine surveyor.
- Keep very detailed records of all expenses for possible inclusion in claims.

And finally, does anyone want to buy a really nice boat in excellent condition? We hope to have *Sanctuary* back in Occoquan by mid June. Feel free to stop by to hear more sea stories and view the repairs first hand. See you on the river!



Looking aft from steering station. Last summer at Coles Point Plantation, OYCers sat here on *Sanctuary's* flybridge, where this air tank landed, on December 7, 1997

SHIPWRECK PARTY

June 21, 1997 at Tantallon Yacht Club

Please join TYC'ers in a shipwreck party at the clubhouse.

The events start as soon as you get to the marina, with activities planned for most of the afternoon. The bar opens at 6:30pm for cocktails and dinner will be served at 7:30pm. Dance the night away either in the clubhouse or under the stars on the deck.



The sign-up deadline is NOW (it was moved back to June 1), but if you act now, we may still squeeze you in. So if you haven't sent in your reservation with payment, call OYC's coordinators Dave and Carol Moore **TONIGHT**—703 494-0651

Dress: Use your imagination (but no bathing suits in the clubhouse).

Also: Friday, 6/20, Steak Night—bring your own steak plus a side dish or dessert to share.

Sunday, 6/22, Brunch at the clubhouse.

Call the Moore's to confirm your reservation, fill out the form below and mail to them at P.O. Box 4463, Woodbridge, VA 22194. Make check payable to Dave Moore.

SHIPWRECK PARTY AT TANTALLON YACHT CLUB June 20, 21, 22

Name _____ Phone _____

Boat Name _____ Length _____ Beam _____

Power Request (circle one): 1-30 amp; 2-30 amp; 1-50 amp

Nights slip desired (circle one) Friday; Saturday; both nights Marina Deposit: \$10.00 _____

Shipwreck Party, Saturday 6/21 (includes afternoon activities, dinner and dancing):

Number attending _____ X \$15.00 _____

Brunch, Sunday 6/22:

Number attending _____ X \$ 6.00 _____

TOTAL Deposit/Payment _____

Inside: Little Neddy Rhodes' school report about the OYC Memorial Day weekend cruise; last chance to sign up for the Tantallon shipwreck bash; the travails of *Sanctuary*... and more.

And get ready for...

June 7-8
Cruise to Cobb Island

June 21
Tantallon Shipwreck
Party

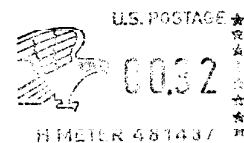
July 4-13
1st weeklong cruise,
to upper Bay

July 18-20
PRYCA Float-In at
Fort Washington, MD



The Daymarker

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



*Thrift said this
was mailed on
Saturday May 31*

Address Correction Requested

Tom & Mary Ann Coldwell
10319 Commonwealth Blvd.
Fairfax, VA 22032