



# The Daymarker

## OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

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

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## Commodore's Comments

### Teresa Sorrenti

#### Our Thanks To TEAM OYC!

Well, we all heard how the other clubs up and down the river thought we were a little outrageous in our celebration last year when we won the PRYCA Cup. We tried to tell them that we were just surprised/shocked and happy. Your Board even toyed with the idea of having buttons made: "We don't care: OYC wants to have *FUN!*"

Some would say it is a good thing we didn't care, since we finished the opposite of last year (I will let you figure it out), but I think it was still a success. We had a lower turnout of boats, but several members drove. We had almost full participation, with everyone involved in something. We had picture-perfect weather with blue sky; the humidity even left for the day. It certainly fit my idea of a great club event!

I would like to thank our Navigation Team of Dave and Carol Moore and Jim Ball, who wrestled with some tough questions regarding a mythical trip to Coles Point (we may want to print the test—with the answers of course, for those signed up for Labor Day!). Only one team, from Capital YC outscored us.

Our Marlinespike Team was not as lucky, with the difficult Monkey Fist Throw and some difficult knots pulled in the luck of the draw, but we thank Susan Cheatham, Tom Coldwell, Ned Rhodes and Nikki Linck.

Russ Barnes and Mary Stedman coordinated the Scavenger Hunt, with the assistance of Mary Ann Coldwell, Bonnie Breneman and Peggy Ball. Again, the list was more challenging than previous years, but everyone contributed items, both real and



While searching the Bay for a badly needed (but free) pump-out station, *Impulse* pauses for a photo op at Thomas Point. See inside for more exciting news from the July week-long cruise.

creative versions (you really had to see our Bull Frog Suntan Lotion).

Our *REAL* creativity, however, came out in the Cardboard Boat Building. Since this was a new event, which also sounded impossible, we put everyone on it. At first we feared there was an overdose of engineers, but the right brains came out.

Our boat was a marvel of ingenuity, with hand-drawn instruments (and an ice maker for Ned) courtesy of Dani Linck); a radar arch (from Laslo); red-white-and-blue decorations Tom Shank furnished; and an outboard motor cut freehand from the cardboard by the artistic Gary Linck. Our bow was not just the “pointy end” the other clubs made, but a separate reinforced section with aerodynamic contours (from the engineers Walt Cheatham, Rick Sorrenti, Dick Puckett, and Mike Fordham). The “OYC-U-Later” (lettering from the Lincks) even had a Coast Guard Auxiliary 98 CME sticker (from somewhere). And not only did it look great—“cool,” it said on the starboard and “bad ass” on the port—but it also floated from A to B dock as required, with some careful paddling by David Donock. Hopefully there will be photos available in the Daymarker soon. [Hopefully, there will be photos available in the Daymarker soon—Ed.]

Unfortunately, the dinghy race rules also changed and we were not able to adapt as well. The other clubs edged out our valiant team of Laslo Bozoky, Audrey Puckett, Gary Linck and Janine Washington. We may not have the cup this year, but I think we gave the “YMCA” just as lively a rendition as last year. Besides, National Potomac actually had a practice Float-In, with all events including the cardboard boat-building! That is a little more structure than most of OYC can handle.

#### **No more Lane Bryant stuff for Tom Egmore**

We were especially happy to count one of our past commodores in the “drive-in” group: Tom Egmore, who is still working his Las Vegas construction assignment and commuting, arrived looking VERY fit and trim, down by 70 pounds since his cardiac event this past year. He and Barb are still waiting to get *Morning Mist* in the water this year.

#### **A fourth without fireworks**

In other news, Point Lookout was a great start for the week-long, and a wonderful Fourth of July, with weather so great we thought it was May! People walked, jogged and rode bikes to Scheible’s. We had our usual wonderful happy hours on the docks, and a great dinner in Spinnaker’s restaurant. We may not have seen fireworks, but a good time was had by all.

#### **Looking ahead**

The next club events are the August week-long coordinated by Susan Brown, the summer cruise to Colonial Beach’s traditional luau party (see Carol Walsh) and then the Dinghy Race at Mattawoman coordinated by Mary Lynn Camden and Randy Snowman. Be sure to check out the schedule for Peggy Ball’s two-week cruise, and don’t think you have to stay for both weeks. The Sorrenti crew is planning to go on the first week and other OYCers are considering the second. As always, OYC is flexible! And don’t forget Labor Day at Coles Point, which is filling up fast; sign up sheet in this issue [Page 11].

If you are not going on the week long, we hope to see you rafting out at Mattawoman, dining at Tim’s or elsewhere on the river. If you want to “hook-up” with others on a weekend, look for your Fleet Captain:

OHM	Laslo and Linda Bozoky on <i>Hot Schatz</i>
Prince William	Gary and Nikki Linck on <i>Lovin’ Life</i>
Fairfax	Ralph and Anna Burner on <i>Anna Marie</i>
Pilot House	Tim and Beth Chaffin on <i>Mutants on the Bounty</i>
Hoffmasters	Steve and Kathy Zimpel on <i>Courchevel</i>

## **Nominations needed for 1999**

It is that time of year when we start the wheels turning for next season. The Nominating Committee is just getting assembled and will be chaired by IPC Steve Wexler.

Nominations are in order for all offices, of course. At a minimum, we will be in need of a Treasurer, since the incumbent Tony Mirando has other commitments, and we will need to find a new Rear Commodore. The good news for Rear Commodore is that Jim Ball has totally cleaned and inventoried the infamous shed (typically the Rear’s purview), so that we not only know what is there but we are not afraid to get it!

So, if the Nominating Committee contacts you, please give it serious consideration: as any volunteer organization, we are only as good as those who serve. If you any suggested nominees, including yourself, please contact Steve Wexler, 437-0687.

## *The Daymarker*

Published monthly by the Occoquan Yacht Club

Tom Coldwell, PC, Editor

Mary Ann Coldwell, Editor’s Editor

Jim Ball, Circulation

News and other materials for publication are welcome from any member of OYC. But take heed, everything is subject to editing including photographs, e.g., see page 1. The deadline for submission of materials to **THE DAYMARKER** is the 20<sup>th</sup> of each month. Even if your stuff is reasonably entertaining or relevant, we still want it on time. When? Yes, the 20th.

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. By the 20<sup>th</sup> of the month.

Photographs may be submitted 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

**Janine Washington**

**Post Week-long Bliss** Well, the Week-long Warriors have returned! I'd like to again thank our coordinators, Mary Jo and Steve Worcester of *Saint 'N Sinner* for a fantastic week. In addition to handling the reservations and other logistics at four different marinas for an ever changing number of boats, they also provided entertainment with a poker run and scavenger hunts to keep the shoreside activities fun too.

Our adventure started with rather brisk jaunt from Pt. Lookout to St. Michaels. The NOAA forecasts were reporting 2.5 - 3 foot seas on the Bay. Those of us experiencing it (and tasting it!) think there were more like 4 foot seas. I believe the term used in everyone's cruise logs that day was coined by our own PC Ned Rhodes: "sporty." Although I'm sure there are a few who would use other 's' words to describe it!

Upon entering the Eastern Bay things were considerably calmer. The St. Michaels Harbour Inn & Marina was lovely. It was just what we needed after a tough day at the "office." As nice as it was though, I think everyone (including Mike who hasn't had a drink since dirt was invented) needed something stronger to be able to relax and enjoy the beauty of the place. Luckily, Arleen came to the rescue with a pitcher of something frozen and fruity. All was right with the world again. What's the one thing to remember about St. Michaels? They roll up the sidewalks at 9:00 p.m., so if you need ice cream get it early!

The cruise to Mears Great Oak Landing in comparison was a treat. Partly sunny with temps in the upper 80's. Waves less than 1 foot. The first day at Mears was pretty much the norm. Walking and talking on the docks upon arrival. At the Happy Hour, Ned and Steve met the members of North Point Yacht Club also on their week-long cruise. As a current club officer, I was asked to participate in a pagan ritual known as "burgee swapping." The second day at Mears was a rainy one. To break the monotony, the Zimpels treated a group of us to a dinner/shopping cruise to Baltimore aboard *Courchevel*. What fun! Thanks again, Steve and Kathy!

After a brief stop in Annapolis at Pusser's for lunch, Mike and I headed for our next port. Herrington Harbour was wonderful. Huge place! It's everything you'd want in a marina. Beach, picnic grounds, pool, restaurant, gift shop, antique shops with terrific finds only a bike ride away. Too many sailboats, though.

Our last stop was Coles Point Plantation. As everyone knows this marina is an OYC favorite and the staff, albeit new, clearly wanted to make sure it remained that way. I'm looking forward to getting back there for Labor Day. They did however request that I dismantle Mike's hailer on the boat since he disrupted their karaoke night with obnoxious sounds of machine gun fire, freight trains and fog horns. They also chastised Mike for spending so much money on a new boat that he couldn't afford to buy his girlfriend a full swimsuit!

All in all it was a wonderful trip. If I had any complaints at all it would be that the trip was too short. Of course, I say that every year. Maybe next year I'll do something about it. Yeah! I'm thinking what we need is a month-long cruise.

That's the ticket! [More on the week-long, Page 6]

The next stop for those of you not going on the second week-long is Colonial Beach. Contact Carol Walsh for details. Mike and I won't be attending as we're planning a renegade jaunt to Solomon's in which we'll meet up with the club at Coles on Labor Day weekend. In the meantime, don't forget those spontaneous raft-ups. It's a great way to get to know other club members and participate in club events when you don't have time for an overnight trip. Don't be shy! When you see those OYC burgees floating by give us a holler on the radio. There's always enough food and libations for a spontaneous OYC party!

See you on the river!



## Rear Commodore's Comments

**Peggy Ball**

This has certainly been an exciting summer on and off the water. July found us selling a boat, being temporarily boatless and buying a boat. Yes, Cheers II has found her way to the upper Bay with new owners and adventures.

Being boatless has never slowed the Ball's down. We managed to catch up with OYCers on the first week long at Mears Great Oaks one afternoon. We just "happened" to be in the area looking for our new boat and made a quick side trip to see how they were enjoying their trip. Lots of interesting stories about the trip to St. Michaels. When we got there, they had already found the pool, the TV with the World Cup finals and the right place for happy hour. Looked to me like they had figured out the relaxation thing! I really was jealous we were not there with them by boat with more days on the Bay ahead of us. Oh, well, I'll have to wait until the end of August for our two week trip.

The PRYCA Float-in was a lot of fun even by car. If you still haven't made it to one of these summer events-mark your calender now for next year's party. It just keeps getting better and better, of course, if we can't win at least we had the best weather ever. We went over Friday and had dinner with the Zimmerman's at the cafe while the boaters cooked out. Saturday was fantastic! Our very own Monica Lovell headed up a great group of organizers to give us more competition and excitement than we've seen in many years. Way to go!

Hopefully, by the time you are reading this my Captain has a new boat to play with. He is planning to go to the upper Bay and get the new Cheers August 1<sup>st</sup>. The plan for now is to leave it at Herrington Harbour South until the August trip. We can catch up with the l-o-n-g cruise (that's two weeks to those of you envious that you aren't on it) at Point Lookout. So, you can get your first glimpse of us at Cole's Point Labor Day weekend. We'll be the very relaxed folks on the 1988 Chris Craft 426. I can hardly wait. What a way to wrap up a wonderful summer on the water with our many great OYC friends.

See you on the water!

## Week-long II, August 8-15

There may still be time to sign up. Call Cruise Coordinator Susan Brown, 339-6404.

## Colonial Beach weekend cruise, August 15-16, just a phone call away

It's the second OYC cruise of the month, to Colonial Beach, August 15-16, to the Colonial Beach Yacht Center in, where else, Colonial Beach, Va. Carol Walsh is again coordinating this event, which includes the traditional Hawaiian luau at the marina's restaurant, probably about \$20 a plate or palm frond, whatever. And Gary Walsh says there's a hot rod show in town that weekend, so bring your bikes or hiking shoes to get downtown.

Coordinator Carol and her luau-lappin' lackey want to know if you want to go on this relatively short (less than 50 mile) weekend cruise. Give the Walshes a call, 425-7699, and tell them that size does matter, chiefly your boat's length and beam, plus your electrical requirements. Since there is no slip deposit required, you don't even have to find a stamp or fill out one of those pesky forms. But DO call. They need the count.

## Dinghy Regatta Raft Up, August 22-23

By Mary Lynn Camden, Event Coordinator

Wow! Time really flies when you are planning one of OYC's activities. It's almost time for the OYC annual Dinghy Regatta Raft Up!

If I remember correctly, last month I promised you DETAILS! So here they are:

It's at Mattawoman.

The race is set to start around noon.

Identical dinghies will be provided. (Rowing will be required.)

All ages are encouraged to participate.

Prizes for every winner.

Consolation prizes for the losers—oops, there are no losers.

Sign up – sign up – sign up! Singles; Doubles; Youngsters

Randy [Snowman] has been very helpful! He really has come through with some wonderful ideas. The course has been his main contribution and for that I'm truly thankful. Variations of the course have had contributions from other folks as well. As usual, plans are subject to change.

Again, we'll be there early Saturday, so if you want to come early – come on over to Mattawoman – look for the balloons in the OYC colors.

Please continue to drop us a line if you know that you will be attending regardless of race participation either by mail – **8808 Brink Road, Gaithersburg, MD 20882**, by email [mlcamden@mitretek.org](mailto:mlcamden@mitretek.org), or call **301-869-2885**. As always –last minute planners are encouraged to join us!

Last month's trivia—Webster's definition of YETI: *Abominable Snowman!*



**Walt Cheatham**

Went to the PRYCA Float-In this past weekend and provided a grand demonstration of leadership that was not recognized by anybody. Nobody! Strange! I was totally ignored—both in a positive and a negative context. Couldn't believe it, especially in the negative context with Susan, Rhodes, and Wexler there.

So Donock is up at the head of the tables with the mike trying to get some respect as he talked to us as the Potomac River Yacht Club Association (PRYCA) which we are, but everybody had their side conversations going especially since food had just been served, and nobody wanted to hear murmurings from management. But I felt sorry for Steve—nobody showing respect, losing control to the crowd—so I went up front, took the mike from him and called the tent to attention -- TENT, TEN *SHON!!!!*

Maybe nobody seemed to have ever been called to attention before. But Lovell was there and Coldwell and Ball and Sorrenti and Wexler and even the O-6.5 Bud Clark. It did get quiet for an instant, but then everybody went back to their

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**...they told me to form and march the troops to the flight line for a weekend visit home by the**

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conversations. Steve got no respect, but he made the most of it and the evening went great—for everybody but me.

I kept waiting for the congratulatory crowd to come up and tell me what a wonderful job I had done and complimenting my leadership [for shouting ATTENTION]. I kept waiting for the negative crowd to come up and tell me what an A. H. I had been. But Susan and Rhodes never did that. Strange! Nobody said a word. Still, to this moment, nobody has said a word. I am left mystified, unsatisfied, ignored.

These folks have no understanding of my prowess. I was trained at the Va Tech (VPI) Corps of Cadets (VTCC) where I used to call the First Group (AF) to attention, "GROOOP, TEN SHUN!!!," for both breakfast and dinner formations the entire school year. I got the voice down right. I commanded respect. Three hundred students pooped to and snapped their heels when I bellowed that order.

And then in 1961 I got sent to ROTC summer camp at Otis AFB, Cape Cod, Mass where I roomed with a guy named Marty Something from VMI, and we got the most demerits of the whole Flight because we didn't care— "been there done that". But we could march, and they always put us at the front. And then for some reason, I was Cadet Vice Commander of the whole place one day, and the Cadet

Commander was off on Survival Duty. You had to sleep in a tent on the other side of the base in full view of the lights where later the kid in my Flight from NYC cried because he had never been away from asphalt—same kid who barfed in his face mask in the back seat of the jet fighter plane (T-33) ride, so they told me to form and march the troops to the flight line for a weekend visit home by the Commander-in-Chief himself.

So we are marching down the road no sweat until this huge thunderstorm hits and we are getting soaked and they say that I should march them into this big hangar near the flight line, which I do. So we are all milling around in this hanger with the rain pelting down on the metal roof for over half an hour, and suddenly the rain stops, and it's time to go to the flight line and line up by the fence. So I jump up on this big yellow tractor thing that moves airplanes and yell out, HANGARRR, TEN SHUN!!!! The whole place responded, I barked out how and where to form, and we marched out smartly to the fence to watch Eisenhower's Super Connie land and meet President Kennedy who came right by and shook several of our outstretched hands.

The Summer Camp staff (not to be confused with the Float-In Riff Raff) recognized my prowess as extreme leadership. I became Honor Cadet from my Flight in contention for Honor Cadet for the whole camp. I went to the interview by real Lt. Colonels where they asked: Who is the Chief of Staff of the AF— "I don't know;" Who is Secretary of the AF— "I don't know;" Thank you very much Cadet Cheatham. Dismissed. Please zip up your fly.

At least I got recognized there.

### ...And speaking of the Float-In

## **An after-action report**

by Monica Lovell

Rear Commodore/Float-In Coordinator  
Potomac River Yacht Clubs Association

"What a fantastic weekend, truly remarkable!" may sum it up best. Another comment I received, and I quote, "It's not everybody who can make 40, 50, and 60 year olds act like they're 10!" These are just a couple of the comments I received following the 13<sup>th</sup> Annual Float-In held at Ft. Washington Marina, July 17-19.

From Friday evening's anticipated rains to Saturday's presaged beautiful weather, everyone had a wonderful time. One hundred boats and over 230 fellow boaters took part in the weekend, enjoying such activities as the scavenger hunt, nautical test, monkey-fist throwing, knot tying, dinghy race, and, last but not least, the boat building contest!

For those who were unable to attend this exceptional gathering, the boat building contest saw each club receive a "kit" consisting merely of sheets of cardboard, a sheet of plastic, duct tape, ruler, stick-on letters, and stapler. The object was to build a "seaworthy" vessel that could float. The "proof of the pudding" would be to row the vessel from "A" dock to "B" dock. Everyone thoroughly enjoyed this event and it will likely become a contest event next year.

The displays provided by NOAA, Maryland Clean Water Initiative, Maryland Fisheries, Maryland DNR, and Boat US were also very popular. The material generously provided by our sponsors and guests was very informative. Our deepest

appreciation extends to these individuals for preparing for, contributing to, and attending our Float-In.

Saturday's dinner-dance was fantastic. Gastronomically gratifying food, door prizes that pleased all tastes and hobbies, and superb music by Peggy Castle who (for the second year in a row) kept us dancing and laughing until early into the morning. And, to cap off the Saturday evening events, we were once again blessed by the much heralded return performance of "Donna Summer"! Thank you "Donna"!

My thanks go out to all who assisted in one way or another. For example, calling sponsors and obtaining door prizes before the Float-In; by moving/setting-up/taking down tables and chairs; by manning the registration and sales tables; and by docking vessels. Thank you all.

A big thank you goes out to David Donock who jumped right in to help when he arrived with his dad on Friday and immediately set up the sales table and all of the merchandise, single-handedly docked more than 20 vessels, and served as our own "deputy dockmaster". Thanks David!

Without volunteers such as yourselves - and this includes my first-mate Henry, this event would not be as successful as it was.

[Congratulations and thanks to you, Monica, on a job well done. -Ed.]

## **Membership News**

The membership count is 85— 76 family memberships, four individual, two honorary and three associate memberships.

### **Welcome our Newest New Members:**

Ted and Ilona Zsirai, from Herndon, VA, who keep their 27' Sea Ray "Dream Weaver" at Fairfax Yacht Club.

Mark and Susan Goodin, from Fairfax Station, VA, who keep their 19' Chris "Gordons Dream" at Hoffmasters.

Paul and Maria Koenig, from Fredericksburg, VA who keep their 34' Wellcraft "Erdnuss" at OHM.

Rodger Menking and Kathy Novak, from Herndon, VA, who keep their 32 Maxum "Copy Cat" at Pilot House Marina.

## **The Datemarkers**

### **Anniversaries**

Bob & Carol Barron, 8/1

John & Elaine Robey, 8/13

Tom & Barb Egmore, 8/20

Chip & Jill Hayes, 8/28

Charles & Vonda Barrow, 8/30

Ken & Kathy Jones, 8/31

### **Birthdays**

Wendy Holland, 8/1

Rick Zimmerman, 8/3

Karla Donock, 8/6

Linda Wisniewski, 8/14

Robert Carmody, 8/15

Henry Lovell, 8/26

Rosie Betts, 8/2

Carol Walsh, 8/3

Mary Cunney, 8/12

Gary Linck, 8/14

Mike Fordham, 8/25

Eugene Brown, 8/29

# July week-long cruise:

## My Thanks to All

Steve Worcester, Cruise Coordinator

Unfortunately, the first week-long cruise on the Chesapeake Bay has come and gone. I say “unfortunately” because after spending so much time planning and anticipating the event, it seemed to pass in the blink of an eye.

What I want to know is ...where'd the week go? Overall, I'd have to say the weather cooperated fully, the Bay cooperated almost fully, and the marinas we visited provided congenial and helpful service. St Michaels was its usual self..a great place to visit and recover from mal-de-mer (that's the galloping pukers for our non-French speaking members). The one rainy day we had at Great Oak Landing was kind of refreshing since it gave many of us chance to just spend a lazy day reading or puttering on the boat, rather than expending a lot of energy trying to get the maximum enjoyment in the time allotted. And I know everyone liked Herrington Harbour because I heard several people talk about how nice it would be to have their boat docked there.

Wishful thinking or serious planning??

Thanks go to a lot of folks who helped make this cruise look easy and lots of fun. My thanks to:

- First mate and foremost, Mary Jo, who filled in, kept track, made lists, etc, so that the myriad little things that are the key to success got done.
- Ned Rhodes for the work he did identifying the multiplicity of way point so there was no possibility of getting lost. Also for washing my boat.
- Tom Coldwell who kept changing his itinerary so I wouldn't get bored and to his first mate Mary Ann and Carol Moore who made the dinner arrangements at Herrington Harbour.
- Steve Zimpel who, on the rainy Wednesday, took those of us who were so inclined on a cruise to Baltimore. Also, for the pure entertainment of watching that 67-footer make the 90 degree turn at Fairlee Creek. Also for watching him work his brother Rudy like an indentured servant.
- Jim Henry for arranging the tee times at Twin Shields and partnering Ned during the golf outing (and the excitement Saturday night).
- Dave Moore thanked me for giving him the opportunity to beat Ned Rhodes in the scavenger hunt. (Dave: please note that I did NOT mention your having to “drop trou” on the 11th tee [for failing to drive past the ladies' tee]).
- Rich Ziegler for chauffeuring the golfers to the course and back (we were a little disappointed that you didn't have the Jag, Rich).
- Gary Linck for bringing Buoy along whose barking sounded just like Jess. Hell, I thought I'd never left homeport.
- Dodie Cawelti's gymnastic exhibitions on the Herrington Harbour playground and the Cole Point rope swing.
- Randy Snowman who, when asked how he was doing on the trip to St Michaels, replied “I'm not very happy about this!”
- Jim and Peggy Ball for visiting us in Great Oak Landing and for Henry and Monica Lovell for coming down to have dinner with us at Herrington Harbour.
- Mike Troup who showed that you *can* cruise the Bay single handedly, in nasty water, and still get into port first
- Mike Fordham for his sound show at Coles Point Plantation (we really did egg him on, Gordon).
- Robert Carmody who demonstrated the dangers of cell phone addiction.
- Laslo Bozoky who kept us up to date on World Cup status the entire week.
- Al and Candy Clevenger who played tag with the Navy patrol boats in and among the targets at the Pax River Naval Air Station firing range.
- And last but not least, Dani Linck, the Snowman kids, Ziegler kid, and Henry kids for 90 gazillion repetitions of the “Marco Polo” game.

## Gordon and Dodie Cawelti's top ten reasons you should have been on the July week-long

1. You might have learned that fresh water pumps work much better when you make sure there is water in the tank at all times.
2. You might have learned that a marine air conditioner will protest by freezing up when you try to cool all of Cole's Point by leaving your cabin door open with the AC on.
3. You would have had the joy of traversing the bay up to St. Michael's into three foot waves going against the wind on an otherwise nice day.
4. You missed the evening ferry over to Baltimore from Fairlee Creek on the elegant *Courchevel* thanks to Steve and Kathy Zimpel and hi-tech navigational aids.
5. You would have had the advantage of Ned Rhodes' crack computer-generated headings for the trip as, for example, Pt. Lookout to St Michaels, for which we were so thankful as we passed Norfolk along the way.
6. You would have discovered that the 1996 detail chart in the ADC chartbook fails to show you the shortcut to the bay after going through the Kent Island narrows (as does the 1998 edition)
7. To learn how to be creative (and cheat) in the daily scavenger hunts, especially Laslo who seemed able to stretch his imagination.
8. So you could benefit from the adroit leadership of Steve and Mary Jo Worcester who made sure we stayed on course, paid our bills, and had fun.
9. You could have had a photo of your boat with a Bay Bridge background taken by crack photographers Ned and Arleen Rhodes.
10. You would have had the best crab cakes on the bay...everywhere you went.

# The (very) full story

## A Kind of Pea Soup Day

by Dave Moore

It was one of those beautiful summer days where the skies were blue and a nice breeze was out of the cool north. Who could ask for anything more, thought the fifteen captains who set out with their trusty vessels and families onboard for a nice run from Pt. Lookout Marina to Harbour Inn Marina at St. Michaels, MD.

It was the beginning of an OYC Week-long trip with veterans along like the coordinators themselves, Steve and Mary Jo Worcester, and a few other veterans as well and some newcomers, too, as far as distance traveling was concerned.

Heading south on the Potomac started as a normal adventure, anticipating a few waves as the mouth of the river was getting closer, then that left turn to the north and what the heck is going on, thought the captains. The weather channel said one foot waves and these were a bit more than that. The VHF radio calls started and *Impulse* reported yes the waves were what Ned called “sporty” with an occasional “rogue” wave here and there. No time to look up what a rogue wave is now and anyway Chapmans was the last thing to be thinking about. Where the heck are the towels and how fast can the crew get the side curtains up was the thought of the many helmsmen. Jim Henry wondered where his crew was as waves came through the flybridge that had no side curtains at all.

Randy Snowman's radio call said "I think the boat's barely holding together in this mess;" Laslo still wondering where the side curtains were had to slow down to nine knots, something *Hot Schatz* had never done before. Others like *Class Act* using only a compass for navigation likely couldn't read it in the bouncing anyway. Mike Troup, all alone charged the waves and kept the radio on wondering if week-longs were always like this on the Bay, his first Bay experience.

So the mighty OYC spread-out “convoy” moved slowly along testing the abilities of the crews and the integrity of the boat manufacturers in putting together vessels that were surely designed for such traveling. Several times calls were made to *Saint’N Sinner* to see how they were doing since they were observed to have stopped in all this bounce. Steve always replied that a personal call below mandated the stop and no problem. Half way up the bay Steve was again stopped and no radio response was coming from his boat so *Evermoore* came alongside (within 20 feet), and Steve looked a little green along the gills but gave the “OK” hand signal. We thought that all was fine, so onward headed *Evermoore* which was handling the waves quite well but nonetheless cautiously, always looking out for those “rogue” waves that were about every thirty seconds. These were definitely three to four footers with some even bigger.

As the boats arrived at St. Michaels and slowly docked, one by one, along came *Saint’N Sinner* taking ever so long to inch her way into her assigned slip. Little did the group know that the Captain Steve and his First Mate Mary Jo were so sick that Mary Jo had actually passed out and Steve, the veteran, was so green that the thought of pea soup would have done him in. He had no recollection of *Evermoore* ever coming alongside their boat and offering assistance. Once ashore, Steve sat on the dock with a plastic pail next to the dock chair for the evening. Stories began and ended with how tough it was but yet it was a piece of cake. No serious damage although some equipment was lost to the pounding on several boats.

Despite the veteran *Saint’N Sinner’s* experience, Steve and Mary Jo are to be commended for their superb efforts in organizing the fun filled week-long trip to include the scavenger hunt, which was a hit with everyone. Yours truly beat Ned third place to fourth place. Don't mention it to him though, he took it pretty hard, such a wimp.



*Going Nowhere*— Here, it seems, certainly going somewhere, on the July week-long cruise.

# 1998 Week Long Cruise Word Association

by Ned W. Rhodes

See if you can match up the boat name in the left column with the events in the right column. For those of you who have never experienced a Week Long Cruise with the Club, this is the kind of stuff you miss. The first one to turn in the correct answer [to Ned at [rhodesn@softsysgrp.com](mailto:rhodesn@softsysgrp.com)] gets to coordinate next year's Week Long Cruise.

<i>Snarlin' Marlin</i>	Inches away at Coles Point
<i>Corchevel</i>	Sporty out here—Rogue Waves
<i>Saint N' Sinner</i>	Nude Photos at Bay Bridge
<i>Class Act</i>	Tighten every screw and bolt
<i>Shalimar</i>	TV for sale, slightly used
<i>Impulse</i>	Crabs and 25 stitches
<i>Hot Schatz</i>	Air conditioner for sale, slightly used
<i>Dealmaker</i>	Stay away from the Targets, sir
<i>Evermoore</i>	Stolen Bike! Stolen Bike!
<i>Kitt 2</i>	New definition of "Buddy's Bucket"
<i>Lovin' Life</i>	CAN hit the broad side of a barn
<i>Nauti Buoy</i>	Oh, it's the Wilsons again
<i>Abominable Snowman</i>	What, no Robert?
<i>Going Nowhere</i>	Terminal Cell Phone
<i>Oasis</i>	New Channel from Point Lookout

**Now, for the rest of the year...**

## Occoquan Yacht Club 1998 (What's left of it) Schedule of Events

Including names and phone numbers of event coordinators

Events subject to change, consult future editions of The Daymarker for updates.

Aug 8-15	OYC Week-Long Cruise II	Susan Von Schaack, 339-6404
Aug 15-16	Summer Cruise-Colonial Beach	Carol Walsh, 425-7699
Aug 22-23	Dinghy Regatta Raft Up	Marylynn Camden & Randy Snowman, (301) 869-2885
Aug 23	OYC Double Week-Long Cruise III & IV	Peggy Ball, 569-2159, or Tom Coldwell, 323-1675
Sep 5-7	Labor Day Cruise—Coles Point	Rick Sorrenti, 590-6724
Sep 12-13	Shrimp Feast—Mattawoman	Mike Fordham, 590-3653
Sep 18-20	PRYCA End Of Summer Party	Jim Ball, 569-2159
Oct 10-12	Columbus Day Cruise	Jay Wilmeth, 698-9760 (Wilmeth <i>knew</i> Columbus.)
Oct 15-18	Annapolis Power Boat Show	
Oct 30	( <i>Friday night</i> ) Membership Meeting, Chili & Photo Contest & Halloween Party—FYC	OYC Board
Nov 7-8	Hardy Souls Cruise—Alexandria	Mary Jo Worcester, 494-2383
Nov 28	Santa Cruise	Walt Cheatham, 491-3956
Dec 5	Holiday Party & Change of Watch	OYC Board
<i>Anytime</i>	Spontaneous Raft Ups, Parties, etc.	<b>Why not you?</b>

Save this schedule



# Boating news from all over

## Firearms on Boats in Md. and Va.

### —Are They Legal?

John Malatak  
Aquia Harbour Yacht Club

During a recent session of the USCG Auxiliary Basic Skills and Seamanship course that we're conducting for the AHYC, someone asked the question, "Is there any law or regulation pertaining to carrying firearms in boats on Maryland or Virginia waters?" I went back to my office and researched the correct response. I then provided the information to our class during the next session and all present felt that the answer may be of interest to our entire membership. Below is a condensed version of the response to the question:

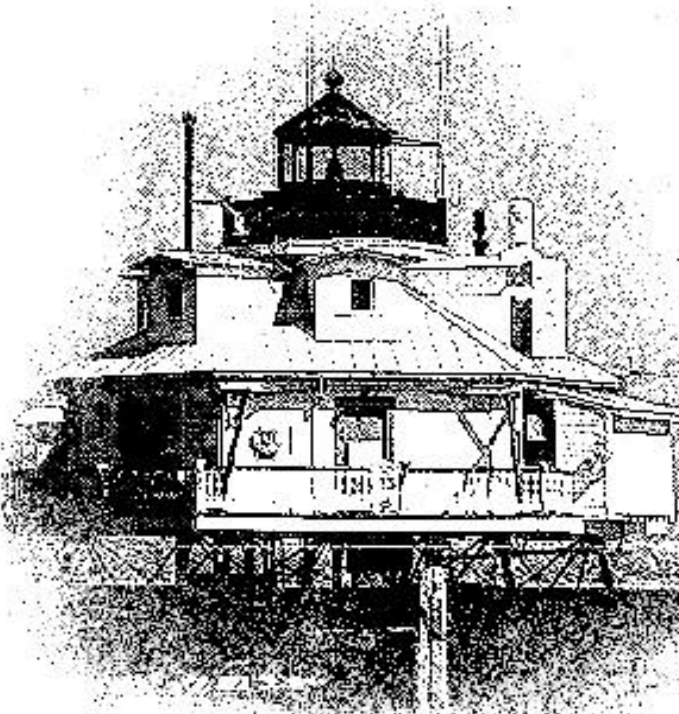
Since most of us boat in Virginia, Maryland and District of Columbia waters, here is a general summary that pertains to all:

**Virginia.** According to Col. Jeff Uerz, Chief, Law Enforcement Division, "if the firearm is for protection, it is legal. However, rifles and pistols cannot be carried on boats if the main purpose is to shoot at birds and/or wildlife. The reason is because shots fired into the water can ricochet and possibly harm individuals fishing, boating, etc." (For additional information about the Virginia law: VAC 15-270-40, Shooting or carrying rifle or pistol over public inland waters.)

**Maryland.** According to Col. Tom Turner, Chief, Law Enforcement Division, "a person does not need a permit to have a weapon. The state would treat the vessel just like a car; in other words, it is illegal to carry a concealed weapon. If the boat is boarded, the operator would need to inform the boarding officer of the firearm. However, the law is vague." (For additional information about the Maryland law: MD Law, Article 27, Section 38B.)

**District of Columbia.** According to Lt. Ralph McLean, DC Marine Law Enforcement Office, it is plain and simple, "...guns are illegal in the District of Columbia." Any boater entering DC waters should make contact with the DC Marine Law Enforcement Division and notify them that you are carrying a weapon on board (mainly if you are staying overnight). If you are traveling through, there is no need to notify them unless you are boarded. Prior to the officer coming on board, inform them that you are carrying a weapon.

Keep in mind that as you travel to different states you must follow that specific state's law.



## "Old Sailor" weather sayings

swiped from Tantallon Yacht Club Newsletter  
which swiped it from Biscayne Bay "Sailors Choice."

Dew indicates a good day ahead; a dry morning is a sign of showers.

Distant shores loom up nearer before rain because of thinning of the air.

A large halo around the moon indicates cirrus cloud form and a warm front with rain.

A veering wind is a sign of fair weather, backing wind means rain.

Falling barometer indicates nearing "low" area with winds and rain.

Rain is most frequent at the turn of the tide (if air is humid).

Rainbow to windward—rain ahead; rainbow to leeward—rains end.

The higher the clouds—finer weather; the lower ceilings foretell a rain.

Smoke that curls downward and lingers means a nearing storm.

Roosting birds mean the air is thinning and is harder to fly in—birds "sit it out" before a storm.

Lightning from the West or Northwest will reach you, but from the South or Southeast will pass.

## Loran system saved from early shutdown

Loran-C, a reliable and economical radio navigation system used by boater and aviators appears to have been saved from a premature shutdown and may be operated by the federal government until 2008.

The decision follows a high level meeting of Department of Transportation, Federal Aviation Administration and U.S. Coast Guard officials, and must still be affirmed by the Secretary of Transportation.

Operated by the U.S. Coast Guard since the 1970s, Loran was targeted in 1994 for a shutdown as early as 2000 due to budget concerns, rather than be operated until 2015 as planned. With over 1 million civilian users, most of them mariners, the prospect of Loran's early demise created a furor among navigators who had hundreds of millions of dollars of Loran equipment invested in their boats.

BOAT/U.S. immediately launched a grassroots campaign to save Loran and for the past four years worked with members of Congress to secure continued funding for Loran and testified at numerous radio navigation hearings.

A recent report to Congress by the consulting firm Booz-Allen & Hamilton affirmed what BOAT/U.S. has been saying for some time: that Loran is an excellent back-up system and complement to the satellite-based Global Positioning System (GPS) and that the two systems should have an adequate overlap period until all issues regarding GPS have been resolved.

A target date of 2006 to eliminate "Selective Availability," the deliberate degradation of the GPS signal that so vexes civilian navigators, also appears to have been agreed to.

## VHF handhelds limited in range

Jim Ball, Communications Officer  
U.S. Coast Guard Auxiliary Division 14

Most manufacturers will tell you that a handheld VHF radio will give you a five mile range. Well, maybe on a clear day on top of a tall building.

Research has shown that a handheld at six feet above sea level will send 1-2 miles to another handheld, 3 miles to an 8 foot whip antenna, and up to 10 miles to a 90 foot fixed antenna such as the Coast Guard has at Alexandria or at Coast Guard stations.

If you are on a boat and have a clear line of sight, these numbers are OK, but if you are lower, seated in a boat or on shore and it's less than six feet above sea level, the VHF will only transmit less than a mile to another handheld, 1 mile to an 8 foot whip, and only 2-3 miles to a 90 foot antenna.

The bottom line is, if you trust a handheld, get as high up as you can. For your boat, go with the 25 Watt installed version to be safe.



*Class Act* —on her way, down the Bay

## The truth is out there

by Jim Ball

How come we don't hear much about sea serpents any more? (Disregard Ned's rantings) It used to be the tales of the sea were full of these stories.

Maybe it's because the monsters are shy and the sea routes for powered ships are now fairly well established. Early sailing ships sailed uncharted waters and whaling ships often reported sightings. Also, remember the old sailing vessels were quiet versus modern ships that can be heard underwater for miles; could have something to do with it?

Supposedly, there have been almost 500 documented sightings of these creatures over the course of recorded history. Many of the reported sightings were made by sea captains of great integrity. One was Captain Arthur Rostron, of the *Carpathia*, the ship that picked up the survivors of the Titanic.

There appear to be six documented species of "serpents"

A long necked creatures with one main hump and with head and jaws like a large dog

A creature with a horse-like head and a mane and saucer shaped eyes with goat whiskers

True serpentine types like large eels

Sea otter-like creatures

Creatures with a row of huge triangular fins

The most often described multi-dorsal humped, egg-shaped head, big doglike muzzle creature.

The serpents are usually reported as being black on top and white on the bottom. Some have seal- or turtle-like flippers or fins, some don't. Some have long tails, some short. Many are described as having fur, others are smooth. Unlike most true sea and land snakes, which wiggle side to side, the sea serpents move with vertical undulations. They appear to dine on fish, only show themselves in calm weather, and have been observed in every ocean except waters around the Arctic and Antarctic.

So, the next time you are out for a cruise, keep a sharp eye. The truth is out there - somewhere.

(Story based on the novel *Shock Wave*, by Clive Cussler, Simon & Shuster, 1996)

**Reserve now for Labor Day weekend cruise to Coles Point Plantation; you must sign up by August 7<sup>th</sup>**

By Rick Sorrenti, Cruise Coordinator

Planning is now underway for our Labor Day Weekend cruise to Coles Point Plantation, September 5-7. Only 20 slips are available this year, due to increased annual slip holders at Coles Point. A great weekend is planned to include the famous OYC happy hour/feast, gas verses diesel volleyball tournament, swimming and a evening at the Pilot's Wharf Restaurant.

Your "first come/first served" reservation is required **not later than August 7th**. Fill out the form at right and mail it with a \$15.00 non-refundable deposit made payable to Rick Sorrenti. Mail to Rick Sorrenti at 3401 Carly Lane, Woodbridge, VA 22192-4800. Don't delay mailing your reservations! Did you see the deadline, August 7<sup>th</sup>?

**Bubba Gump Shrimp Comes to Mattawoman Creek.**

On September 12, the Bubba Gump Shrimp boat (aka *KITT 2*) arrives at the Dunes for the 9<sup>th</sup> Annual OYC Shrimp Feast. There'll be fried shrimp, grilled shrimp, marinated shrimp, shrimp gumbo, blackened shrimp, shrimp pate', mango shrimp, shrimp terrine, shrimp salad, shrimp sandwiches, shrimp creole, shrimp cocktail and Janine's favorite: shrimp sundaes. However, if these don't suit you, we'll have the old standby, OYC Steamed Shrimp.

There will be the traditional bon fire and the steaming of shrimp. Please remember to bring a side dish, firewood, marshmallows, and skewers for the marshmallows.

To place your shrimp order please send the coupon at right by **September 8** and a check for the number of pounds needed at \$9.50 per pound to: **Mike Fordham, 15544 Travailler Ct., Woodbridge, VA 22193**

We will negotiate the best price and settle up on the 12<sup>th</sup>.

**Coles Point—Labor Day Weekend reservation**

Name \_\_\_\_\_

Boat name \_\_\_\_\_

Length \_\_\_\_\_ Beam \_\_\_\_\_

Power (check one):

1-30 amp \_\_\_\_\_ 2-30 amp \_\_\_\_\_ 1-50 amp \_\_\_\_\_

Number for dinner at Pilots Wharf Restaurant (Sat.) \_\_\_\_\_

My \$15.00 non-refundable deposit is enclosed

**Shrimp Feast purchase order**

Yes, Bubba...I mean Mike, I will be attending the Shrimp

Feast and I want:

\_\_\_\_\_ pounds of shrimp @ \$9.50 = \$ \_\_\_\_\_

(Check enclosed.)

Name \_\_\_\_\_

Boat Name \_\_\_\_\_

Phone # \_\_\_\_\_

**Last chance to join Week-long II**

by Susan von Schaack

This is absolutely the last chance to join us on the "Second Week Long" cruise. Departing August 8 from the Occoquan River to Port Kinsale Marina, the trip will take approximately 4.7 hours cruising at 15 knots. All times and distances in this article are approximates and are calculated using 15 knots (Eugene did the calculations). That means you go-fast boats will be able bodies to assist incoming vessels.

Leaving in the morning, we should arrive at Windmill Point some 3.13 hours later if the seas don't get to us first and our distance tabulation of 46.9 nm is close (give or take a few hundred feet).

Our trip across the Chesapeake to Somer's Cove is just a hop, plane and wake away at 2.24 hours. Both nights we'll do All-You-Can-Eat Crabs, so don't count on the usual feasting at happy hour. Don't forget about the trip to Tangier Island for a taste of days gone by. The final destination, Colonial Beach Yacht Center, should have us cruising for 4.1 hours. We'll meet up with those less gutsy OYC boaters and have another All-You-Can-Eat at the Annual Luau Pig Roast.

You still have time to pack your clothing, minimal food for five happy hour nights, tennis, golf, and other athletics, family members/crew and, of course, beverages for this fun-filled jaunt about the Potomac and Chesapeake. Pools or beaches are available at every location for enjoyment. Special family activities are planned just for the younger ones. Just call Susan or Eugene at 703-339-6404 and they'll get/give any additional information necessary. If there's one cruise not to miss, it's the Second Week Long.

